

# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

MAY 1968









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Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.



# ALL HANDS

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Nav-Pers-O

NUMBER 616

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● **FRONT COVER: COMBAT ART**—USS Angler (SS 240) pulls alongside a pier in this water-color titled "Anchor Detail" done by combat artist Tom O'Hara. For more information on combat artists and the Navy's combat art program, check the article in this issue.

● **AT LEFT: AND AWAY WE GO**—Shooting flames from its afterburners, an F-4 Phantom launches from USS Kitty Hawk (CVA 63) while an A-4 Skyhawk is readied to launch.—Photo by Jim Falk, JOC, USN.

● **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



# Neither Snow Nor Rain Nor Heavy

## HELP WANTED

Young, skinny, wiry fellows, not over 18. Must be expert riders, willing to risk death daily. Orphans preferred. Wages \$25 per week.

**T**HE qualifications for a U. S. mail rider which were outlined in this 1860 San Francisco newspaper ad-

vertisement may make Navymen in the postal rating suspect that mail carrying problems have decreased little in the past 108 years—they have only changed.

The Navy operates one of the biggest post offices in the world and its delivery problems are compounded

because the men to whom it delivers mail are literally here today and someplace else tomorrow.

There are also other factors which make the Navy's mail service unusual. For example, the places to which the Navy mail is sent are frequently not among the most populous or among the most accessible places on earth.

For instance, if you were a Navy mailman, you might wonder where to send letters addressed to the scientific party on Island T-3. The Navy Postal Service, however, knows that T-3 is an island of ice floating in waters north of Canada. The researchers on board receive their mail along with their supplies.

At the other end of the world, there is the wintering-over party at the South Pole Station. Mail for these men comes only on the morning delivery—but then, one must remember the night was six months long.

**MAIL GETS THROUGH** to Navymen in all parts of globe in this type weather.



**ALL HANDS**



**G**OING AROUND the earth in the other direction, there is literally no end to the places to which Navy mail is routed by the Fleet Post Offices. Letters fly from Spain, San Juan, San Francisco, Sasebo, Subic and Saigon.

The flow of mail to the Pacific area is the largest in the entire Naval Postal System and the name Saigon is the tip-off as to why. Much of the Pacific Navy rotates to and from Southeast Asia, making the responsibility for delivery there a heavy one.

The responsibility for administering the Navy's postal service in this area belongs to Commander Service Force, U. S. Pacific Fleet, and last year alone COMSERVPAC's postal organization routed and distributed about 42 million pounds of Pacific-bound mail which passed through the Fleet Post Office at San Francisco.

COMSERVPAC's work is complicated somewhat because the method of distributing mail through the Pacific area rarely, if ever, remains the same from one day to the next. Routes and priorities for mail are constantly changed to take advantage of available transportation.

This constant revision gives the



**MAIL CALL**—USS *Kitty Hawk* postal crew distributes mail to orderlies. Below: Mailbags for Seventh Fleet ships are unloaded from a COD aboard *Hornet*.



Navy's mail service a flexibility which would be impossible if postal officers didn't take advantage of any and all opportunities to move the mail.

Letters and parcel post, for example, destined for units operating in the South China Sea frequently are delivered by UNREP ships, but when other ships are known to make contact with Navy units operating in the area, mail is placed aboard these vessels, too.

**M**AIL FROM the United States to Navymen in ships in the South China Sea and elsewhere overseas is handled by the U. S. Post Office Department as long as it is in the United States, and the postage paid on a letter carries it as far as the Fleet Post Office. From there, the transportation charges are paid by the Navy Department.

The highest transportation priority goes to air mail. This includes let-

ters, both official and personal which are marked "Air Mail," sound recorded communications and parcels.

The next highest transportation priority goes to military official mail. This includes official letters and parcels, both of which should be marked **FIRST CLASS—SPECIAL HANDLING**.

If any space remains in the plane after the air mail and military official mail is put aboard for ultimate delivery in Vietnam, still another type gets a break and is sent by air.

This is space available mail and includes personal first class letters, sound recorded communications having the character of personal correspondence, **FREE** mail en route from combat areas and personal parcels marked **SPACE AVAILABLE MAIL** or **SAM**. These parcels cannot weigh more than five pounds nor can they exceed 60 inches in "combined width and girth."

**T**HERE HAS also been a fairly recent development in parcel mail transportation which is designed to speed

delivery across the Pacific. It is called **Parcel Airlift** or **PAL** and includes packages which weigh 30 pounds or less and in size do not exceed 60 inches in combined length and girth.

Such parcels travel by air as long as they are in the United States and, while en route overseas, they travel by air on a space available basis. The sender of a **PAL** parcel, however, need pay only the postage required for the parcel to reach the Fleet Post Office via surface transportation plus a flat charge of one dollar. If the parcel weighs upward to the 30-pound limit, this proves to be quite a saving to the sender.

Space available mail also includes weekly (or more frequent) news publications which are addressed to any Armed Forces post office in a combat zone and to overseas areas designated as hardship, isolated or combat support areas.

Mail which does not qualify for airlift is forwarded on the first available surface transportation.

By and large, there is enough

daily air transportation between the continental United States and the Navy's postal distribution points at Yokohama, Japan, and Subic Bay, R. P., to take care of all air mail, air parcel post, military official mail and most of the space available mail.

Yokohama, we might interject at this point, is the terminal which serves Japan, Taiwan, Okinawa and Korea. It takes from three to five days for a letter mailed in the United States to arrive in any of these countries.

Mail going from continental United States to units operating off the coast of Vietnam travels by air to Subic Bay, R. P., which is the clearing house for letters and parcels addressed to Navymen at the nine Operation Market Time stations as well as to other units operating in and around Vietnam.

**T**HE MAIL destined for these locations is loaded on board **UNREP** ships which leave Subic Bay every three days. These vessels arrive at the first Market Time stop on the third day out of Subic Bay, proceeding northward through all their delivery points. On the seventh day, they arrive at a Yankee Station carrier operating near the Vietnamese demilitarized zone where they receive outgoing mail and return to Subic Bay.

Mail (which rates air transportation) for units operating north of Market Time Station One (the MT station farthest north) is flown directly to a Yankee Station carrier from the Naval Air Station at Cubi Point.

From the Yankee Station carrier, the mail usually is delivered by helicopters to other units on Yankee Station and to units operating in the Tonkin Gulf.

When delivery can't be made by helicopters, the mail is transferred from the carrier to an **UNREP** ship and delivered during normal underway replenishment.

Some space available and all surface mail going to ships on Yankee Station and north of Market Time Area One is loaded at Subic Bay on the Yankee Station-bound **UNREP** ship for delivery during underway replenishment.

One of the best ways of understanding how mail moves to the Pacific Theater is to trace a letter



Photos clockwise from above: (1) Wagonload of mail goes to Fleet locator post office. (2) Sorting the daily mail. (3) Welcome bundles of mail are stacked on *USS Independence* (CVA 62) flight deck. (4) Postal clerk checks customs declaration.







LETTERS GOING HOME are received from ships by Yokosuka Post Office. Right: Operating schedules are checked before dispatching ship's mail.

mailed at San Diego addressed to a unit operating on a Market Time station along the coast of Vietnam.

It takes about one and a half days for the letter to travel from San Diego to San Francisco's International Airport. This includes time consumed at the Postal Concentration Center in downtown San Francisco.

Two and a half days after the letter arrives at the San Francisco airport, it is in Subic Bay, R. P. This includes handling at Manila International Airport and the five hours required to travel between the airport and Subic Bay itself.

Between San Francisco and Subic Bay, the letter has crossed the international date line and the time element becomes somewhat twisted. To put it simply, however, the average time for a letter to travel between San Diego and Subic Bay is about five San Diego calendar days.

**A**T THIS POINT, delivery begins to slow down. In fact, one to four days must be added, depending upon the sailing date of the next UNREP ship.

We will say, for example, that the letter is addressed to a Navyman served by Market Time Station Nine (the MT station farthest south). The mail is received at MT Nine every third day, making the letter between eight and 11 days old when it reaches its destination. If the letter were going as far north as Market Time Station One, it would arrive from 11 to 14 calendar days after it was postmarked. Of this time, between six and nine days have actually been spent in transit after the mail arrived at Subic Bay. The rest was spent awaiting transportation.

Mail going to Navyman inside Vietnam arrives somewhat more speedily. There are three mail gateways to Vietnam—at Saigon, Da Nang and Cam Ranh Bay.

Air and space available mail to these points can be assured a reasonably rapid delivery, the usual transit time from San Francisco being from four to six days.

If the Navyman receiving the mail is stationed at one of these locations, he has it made—mailwise, at least. If the addressee is in the boondocks, however, delivery becomes difficult because of lack of transportation and sometimes because of weather—especially during the rainy season.

**L**ETTERS destined for outlying points will reach their destination in from two to three days after leaving one of the gateway points. Second class mail and below is slower. In fact, it frequently takes from six to eight weeks for delivery of surface mail to all points in the Western Pacific.

The time consumed handling mail when it reaches the Postal Concentration Center at San Francisco, the Terminal Navy Post Offices at Subic Bay and Yokohama and one of the gateways to Vietnam is a factor in the delivery of mail overseas.

It may seem to some that time not spent in actual transit is wasted. Nevertheless, the mail must be sorted from time to time and this is done with great dispatch. The Naval Support Activity's Fleet Locator at Saigon's Tan Son Nhut Airport is a case in point.

Tan Son Nhut is the place at which all bulk mail arrives and is dispatched to every naval activity, base ship and detachment in the II,



III and IV Corps areas of South Vietnam—a job which means delivering tons of mail each month.

**T**HE AREA for which the NavSuppAct Fleet Locator is responsible covers 65,948 square miles in which about 16,000 Navyman are located. Fifteen postal clerks work three shifts, 24 hours a day to distribute the mountains of mail they receive daily.

The mail is first sorted according to service branches at the air terminal. Navy mail is loaded on carts called corrals where it is sorted according to Naval Activities Groups.

After the mail is sorted according to naval activities, it is rebundled and bagged, then placed into APO and FPO numbered bins which correspond to the different naval activities in the country.

The mail is then dispatched on the first plane heading for the general area of the APO/FPO number bin in which it was placed.

Whether or not the plane belongs to the Army, Navy or Air Force is immaterial—the mail is placed aboard to move it in the fastest manner possible.

Mail addressed to detachments of the Naval Support Activity at Saigon provides an example of the remote locations to which letters and packages are sent—An Thoi, for instance, located on Phu Quoc Island in the Gulf of Thailand or the South China Sea's Con Son Island and its remote

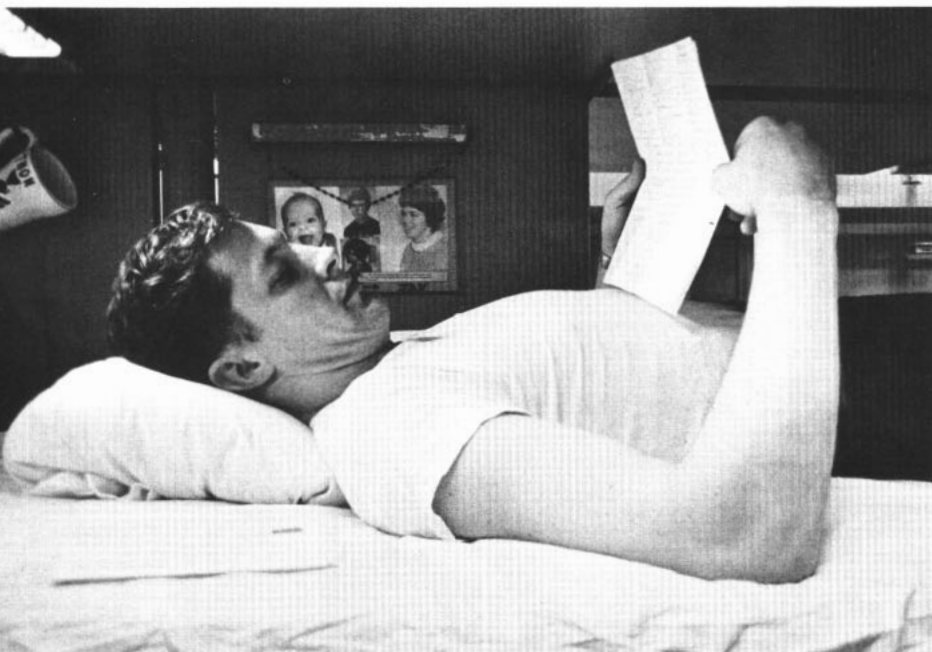


**BROWN - SHOE MAILMAN** — Most ships at sea receive mail by helicopter or by highline from another ship.

radar site, where 13 men are waiting for a letter from home.

**L**ETTERS and parcels delivered to men in the boondocks are picked up on arrival by a handful of postal clerks who strap on their guns, get into their trucks and drive through areas frequently infested with Viet Cong to meet the mail plane at some small, dirt runway.

**KNOCK OFF SHIP'S WORK**—Time to read and answer those important letters.



When the plane discharges its cargo, the postal clerk loads his truck and returns to his detachment with letters from home and packages full of goodies the jungle fighters haven't seen for quite a while.

Remote locations, bad weather and limited transportation all conspire to slow the mails in Southeast Asia but, if there is a disadvantage in slow delivery, there is at least something which could be taken for a silver lining behind the cloud.

As most Navymen know, members of the armed forces are authorized free use of the mails in some areas and Vietnam is one of these areas.

**S**INCE MOST Navymen are accustomed to the use of stamps rather than the franking privilege, it might be well to note the following ground rules which apply to free mail:

- To be free, the mail must be first class. This includes postal cards, and sound recorded communications having the character of personal correspondence, as well as letters. Pictures, clippings and similar items which are incidental to the message of the letter sent may be enclosed.
- The word *Free* must be written in the upper right-hand corner of the envelope in the sender's own handwriting and the sender's name, service number, grade and complete mailing address must appear in the envelope's upper left-hand corner.
- Navymen hospitalized by dis-

ease or injuries received in combat zones as a result of military service or operations in a combat zone are entitled to the use of free mail.

• Letters to addresses in foreign countries can be sent free. Envelopes will not, however, be marked *Free* as they would if being sent to the United States. Instead, they must bear in the upper right-hand corner of the address side the mechanically printed or rubber-stamped statement, *Postage Paid—Port Paye*. (The last two words are French.)

If the sender wants to use airmail service for letters addressed to foreign locations, air mail envelopes must be used.

Although a flood of Navy mail passes through the port of San Francisco on its way to the Pacific area, the amount which passes through the Fleet Post Office at New York could hardly be considered a trickle. Last year alone, for example, it handled well over eight million pounds.

The area covered by the New York Fleet Post Office includes the east coast of the United States and Canada (including Great Lakes ports), the Panama Canal Zone and all of South America, Africa, Europe and that part of Asia west of 100 degrees east longitude.

**S**INCE MOST of the Navy mail delivered in the Atlantic area is sent to men in ships, a constant review is made of Atlantic Fleet operations schedules, exercise operation schedules and ship movement reports before any mail is routed.

Fleet message traffic is also checked each day for ship movements. This includes all U. S. Navy ships, all merchant shipping under the Military Sea Transport Service control in the Atlantic and all U. S. Coast Guard ships operating with the Navy.

Mail destined for a shore station is sent by commercial airline, truck or train—depending upon the mail's classification and destination.

At sea, an aircraft carrier usually serves as a floating post office, receiving mail flown to it, distributing letters and parcels to the carrier crew as well as sending it on to smaller ships in company.

While the Fleet Post Office at San Francisco is currently preoccupied with meeting the extraordinary demands placed on it by the situation in Vietnam, the New York Fleet Post Office has also been confronted with



unusual situations and met them with great elan.

**W**HEN A CRISIS arises in the New York FPO area, the demand for postal service increases as experience has shown in the Cuban, Dominican and Mediterranean crises of the past few years.

The postal crises have been solved in the past by the creation of a mobile post office directed by the Fleet Postal Officer and staffed by five enlisted men. These men are always available for immediate deployment from Norfolk to establish terminal postal facilities where such activities don't exist.

The Navy's postal system strives in every way to deliver a Navyman's letters to him in the least possible time and constantly seeks to improve service, particularly in the combat area of Southeast Asia.

Any improvement in service, however, is contingent upon the transportation available and, when service is improved, it usually is because a vigilant postal officer squeezes more from the transportation he already has.

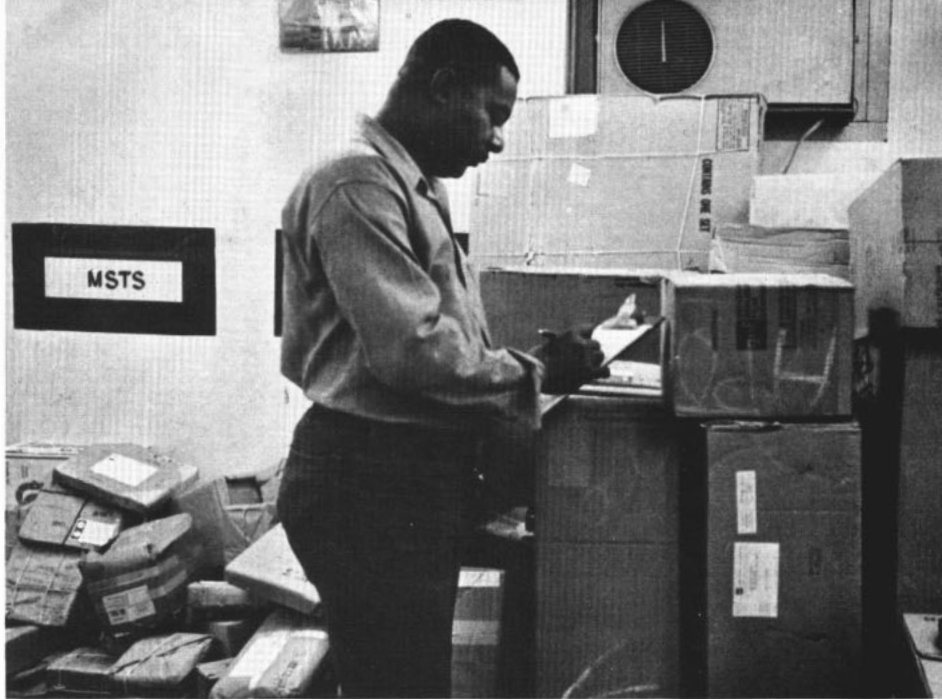
Inasmuch as the time required to move mail within the United States and to overseas distribution points is predictable, it is of some advantage for Navyman and their families to learn the dates or frequency of mail pickups and deliveries at the various distribution points through which their correspondence passes. Letters, like travelers on trains, planes or buses, can also make schedules.

It is also easier on the nerves and tempers of both servicemen and the folks back home to recognize that a letter destined for a remote area in Southeast Asia's jungles will not be delivered as quickly as a letter directed to a street address in a city.

**H**OWEVER, if mail service in remote areas becomes unreasonably slow, it should be brought to the commanding officer's attention. There may be a breakdown in the system which has gone unnoticed and could be remedied.

Fortunately, the greatest cause for delayed mail delivery can easily be remedied. The reason is simply that a Navyman's correspondent frequently doesn't use the right address, thereby placing a burden on the postal service which the sender could easily have assumed himself.

A Navyman who finds his cor-



**POSTAL CLERK 1st Class R. C. Brown, USN, mail supervisor of APO 96214, checks packages that are ready for distribution at local naval activities.**

respondence is incorrectly, incompletely or illegibly addressed, should inform the writer of his error so it won't occur again and delay receipt of subsequent letters.

The young, skinny, wiry fellow who carried the mail over a hundred years ago probably couldn't have cared less if the letter in his saddle bag was properly addressed, nor did

his conscience burn if a stop for a short beer delayed his arrival at the western railhead until after the train had chugged eastward.

Nevertheless, he had his problems and it would be interesting if he and the Navy's postmen could determine whether saddle sores have been the only difficulty eliminated during the past century.

—Robert Neil.

### **Let Common Sense (and This List) Be Your Guide**

Almost everyone knows that the U. S. mails cannot be used to transport certain articles and, although common sense would preclude mailing most prohibited items, others are not so obvious.

Again, some items may be mailed to certain areas and are prohibited in others. If your correspondents are in doubt concerning what may be mailed, they should consult their local postmaster.

Here is a list of types of articles which are generally excluded from the U. S. mails:

- Alcoholic beverages.
- Radioactive materials.
- Precious metals in an unmanufactured state.
- Pellet guns using compressed air or gas.
- Matches of any kind.
- Lighter fluid and lighters containing lighter fluid.

• Jewelry and watches having a value greater than \$10 are not excluded; however, they must be sent by registered mail if destined for an APO or FPO.

Cigarettes may be sent to some APOs and FPOs, and not to others. You should check with your postmaster.

Magnetic materials may not be sent by airmail because they might interfere with the plane's compass. Although they are permitted to travel by surface mail, your correspondents should bear in mind that most mail destined for APOs and FPOs usually goes by air mail.

Acceptance of firearms in the mail is determined by the area commander. You will have to do a little research here.

And bear in mind that living plant material may not be shipped into the United States. It may not be shipped to certain APOs and FPOs from the United States.



USS Bon Homme Richard (CVA 31)—NUC



USS Shasta

# Heroism & Teamwork

**T**HE NAVY'S tradition of teamwork—at sea and ashore—is as apparent today as ever before. A growing number of ships and units have been cited with awards for service which ranges from exceptionally meritorious to heroic.

Unit awards to outstanding Navy and Marine Corps teams take three forms:

**Presidential Unit Citation**—The PUC is the highest single honor that may be bestowed on a ship or other Navy or Marine Corps unit. The PUC is awarded in the name of the President for outstanding performance in combat, and is considered equivalent to award of the Navy Cross to an individual. Two PUCs have been awarded to Navy and Marine Corps units since the beginning of the Vietnam conflict (see column at right).

**Navy Unit Commendation**—The NUC is awarded by the Secretary of the Navy to units distinguished by outstanding heroism in action, and to units distinguished by extremely meritorious service in support of military operations. The NUC awarded to a ship or other unit is considered equivalent to the Silver Star Medal or Legion of Merit awarded to an individual.

**Meritorious Unit Commendation**—The MUC, also awarded by the Secretary of the Navy, was established last year to recognize valor and meritorious performance under combat or noncombat conditions.

The MUC ranks immediately below the NUC.

Individual Navymen who serve with a cited unit during the period prescribed for a unit award are entitled to wear the PUC, NUC or MUC ribbon bar, as appropriate. There are no medals associated with unit awards.

During recent years, most unit awards have gone to ships and units that have been serving in combat or otherwise supporting operations in Southeast Asia. Outstanding teams singled out for unit awards since the last BuPers listing (ALL HANDS, July 1967) include:

## Presidential Unit Citation

A detachment of *Mine Squadron Eleven* and the *Third Marine Division* have received the highest of unit awards, the Presidential Unit Citation.

Detachment *Alfa* of *Mine Squadron Eleven* was cited with the PUC for heroic service between June 1966 and February 1967 when the minesweepers kept the Long Tau-Saigon channel open to MSTs and friendly merchant ships.

Only one merchantman was lost to an enemy mine, despite the fact the naval forces had not previously engaged in river warfare of the type encountered in Vietnam.

The PUC citation stated, in part, that "under constant threat of mines exploding under their small craft,

and ambushes by Viet Cong insurgents, the detachment developed new concepts and tactics to carry out a hazardous mission.

"Enemy ambushes, launched from concealed positions on both sides of the river, often brought the detachment under fire. Disregarding the perils, the detachment often maneuvered the lightly armored and armed craft to within point-blank range of enemy fire and continued conducting minesweeps."

The *Third Marine Division (Reinforced)* was awarded the PUC for extraordinary heroism and outstanding performance in action against the North Vietnamese Army and Viet Cong forces during the period from March 1965 to September 1967.

The Division successfully executed 80 major combat operations, and in carrying the battle to the enemy captured thousands of tons of weapons and materiel.

The unit also participated in more than 125,000 offensive counter-guerrilla actions ranging from squad patrols and ambushes to company-sized search and destroy operations. The Division repeatedly distinguished itself during battle with hostile forces.

## Navy Unit Commendation

USS *Bon Homme Richard* (CVA 31) and *Attack Carrier Air Wing Twenty-One* (CVW 21)—Cited with





(AE 6)—MUC



USS Edson (DD 946)—NUC

# It's a Tradition

the NUC for their joint combat operations between February and July 1967. During a period of 111 days, while faced with adverse weather, enemy aircraft, antiaircraft fire, and surface-to-air missiles, the crew of *Bon Homme Richard* and her carrier-based aircraft succeeded in important missions against the enemy's power output and its logistic line of communication.

*Inshore Fire Support Division Ninety-Three*, consisting of *uss Carronade* (IFS 1), *Clarion River* (LSMR 409), *Saint Francis River* (LSMR 525) and *White River* (LSMR 536)—Awarded the NUC for exceptionally meritorious service in support of friendly forces during combat operations from April 1966 to May 1967. The team's fire support action against the enemy was unsurpassed for a relatively small unit.

For a report on this Navy team of ships, see the March issue of *ALL HANDS Magazine*, page 18.

*Harbor Clearance Unit One*—Awarded the NUC for 24 hazardous diving and combat salvage operations between February 1966 and March 1967. A citation stated that *Harbor Clearance Unit One* faced hostile fire and major obstacles including heavy seas, strong tidal currents and zero visibility while accomplishing underwater tasks which included: salvage; harbor and river

clearance of damaged vessels of all sizes; searches for suspected limpet mines; and recovery of aircraft wreckage and enemy ordnance.

*uss Eldorado* (AGC 11) received the MUC for her part in 12 combat actions on Vietnam beaches. The amphibious flagship was a focal point for command and communications, and met every commitment during operations which put her at sea 70 per cent of the time. *Eldorado* operated at high speeds with little time for upkeep, and processed massive quantities of message traffic.

*uss Hancock* (CVA 19) and squadrons of *Attack Carrier Air Wing Five* (CVW 5) embarked in *Hancock* were awarded the MUC for combat action in the Tonkin Gulf during the carrier's latest (and third) tour in the combat zone. The combined strength of *Hancock* and the air wing resulted in successful strikes against heavily fortified military and logistic installations and lines of communications. *Hancock* had won the NUC for earlier cruises in Vietnam waters.

*uss Tutuila* (ARG 4) won the MUC after providing logistic support during the buildup of counter-insurgency forces in Vietnam from July 1966 to September 1967. The internal combustion engine repair ship's citation stated: "Although faced with a minimum of resources,

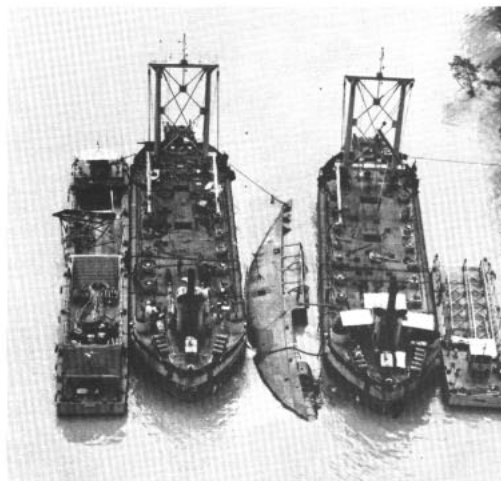


USS Hancock (CVA 19)—NUC



USS St Francis River (LSMR 525)—NUC

Harbor Clearance Unit One—NUC



and while conducting sustained repair operations and resupply at an exposed anchorage, *Tutuila* provided logistic support to a wide variety of ships and craft assigned to the various naval units deployed in defense of the Republic of Vietnam."

USS *Edson* (DD 946) received her MUC after conducting fire support missions during combat operations between February and July 1967. In the face of intensive gunfire from coastal enemy sites, the destroyer inflicted severe damage on military installations, lines of communications, waterborne logistics craft and storage sites. During Army and Marine Corps operations and amphibious landings, *Edson* provided naval gunfire support on 293 tar-

gets and frequently came under hostile fire. On one occasion, after receiving a direct hit which caused material and personnel casualties, *Edson* completed her mission and continued fire which suppressed enemy batteries. CDR Jay Vermilya, USN, commanding officer of the destroyer, was awarded the Bronze Star Medal. CDR Vermilya and nine *Edson* crewmembers were awarded the Purple Heart.

#### Additional NUCs

Other recent recipients of the Navy Unit Commendation, and periods of service for which the awards apply, are:

Repose (AH 16)  
22 Feb 1966—8 Feb 1967

Ticonderoga (CVA 14) and Attack Carrier Air Wing 19 (CVW 19)  
28 Oct 1966—21 May 1967  
Kitty Hawk (CVA 63) and Attack Carrier Air Wing 11 (CVW 11)  
4 Dec 1966—28 Apr 1967  
Halsey (DLG 23) and Towers (DDG 9)  
31 July—6 Sep 1966  
1 October—6 Nov 1966  
Stoddard (DD 566)  
18 January—5 Feb 1967  
8—29 Mar 1967  
Underwater Demolition Team 12 (UDT 12)  
29 Aug 1966—3 Mar 1967  
Haddo (SSN 604)  
A period in 1966  
Enterprise (CVAN 65) and Attack Carrier Air Wing 9 (CVW 9)  
18 Dec 1966—20 Jun 1967  
Fleet Air Wing 10, consisting of Patrol Squadrons 9, 19 and 47  
19 March—1 Apr 1967  
Task Group 32.1, consisting of Commander Fleet Air Wing 2 and staff; Patrol Squadrons 6 and 28; and detachments of Patrol Squadrons 9 and 47  
31 January—8 Mar 1967  
Pollack (SSN 603)  
A period in 1967  
Patrol Squadron 22 (VP 22)  
22 Jan—22 Mar 1967

#### Meritorious Unit Commendation

The following is the latest available listing of ships and units awarded or recommended for the Meritorious Unit Commendation. Note that ships, units and eligible personnel may appropriately display the award after notification of approval by the Chief of Naval Operations. This applies even though official promulgation of individual awards may not have been made by the Chief of Naval Personnel.

Amphibious Ready Group Bravo  
Benjamin Stoddert (DDG 22)  
Canberra (CAG 2)  
DuPont (DD 941)  
Edson (DD 946)  
Eldorado (AGC 11)  
Fleet Intelligence Center, Pacific  
George K. Mackenzie (DD 836)  
Hancock (CVA 19)  
Inshore Undersea Warfare Group 1 (WestPac Det.)  
King (DLG 10)  
Long Beach (CGN 9)  
Morton (DD 948)  
Naval Beach Group 1 (WestPac Det.)  
U. S. Naval Magazine, Subic Bay  
Naval Nuclear Power Unit, Ft. Belvoir, Va.  
U. S. Naval Ship Repair Facility, Subic Bay  
Oceanographic Systems, Pacific (TG 30.4)  
Officer in Charge of Construction, RVN  
Okinawa (LPH 3)  
Ozborn (DD 846)  
Point Kennedy (WEB 82320)  
Pollux (AKS 4)  
Rupertus (DD 851)  
Shasta (AE 6)  
Tutuila (ARG 4)

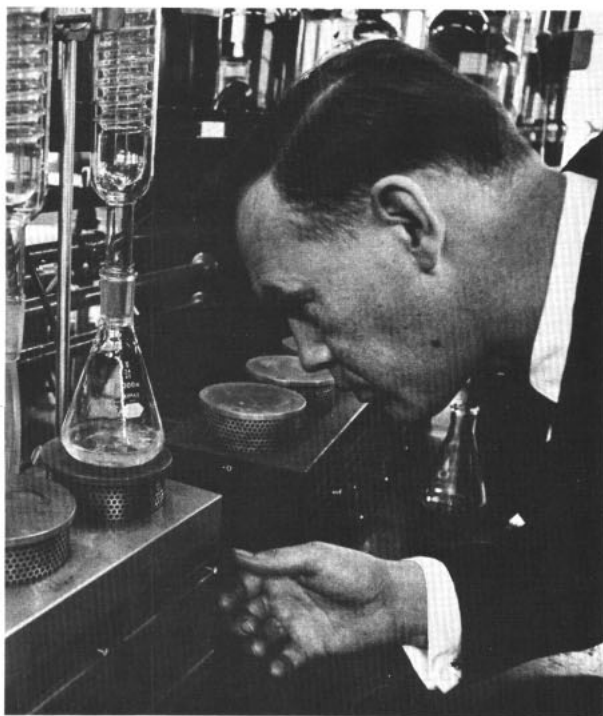


Mine Squadron Eleven for Operations on Long Tau-Saigon channel.



Minemen rig for sweep of Long Tau River.





OIL KING CLASS—Chief Machinist's Mate J. D. Pence, instructor at Petroleum Handling School, runs fuel tests.

## A School Fit for a King

**A**LMA MATER for ServLant oil kings is the Petroleum Handling School located at Fort Lee, an Army base some three miles southeast of Petersburg, Va. Established in September 1966, the school is an academic department of the Army's Quartermaster School, but is staffed by Navy instructors.

The school offers enlisted Fleet oiler personnel a four-week course by Service Force instructors. It is at this time that they learn the finer points of receiving, storing, issuing and testing petroleum and its related products.

During their stay at PHS, the students learn of methods of identifying, inspecting and using transfer hoses aboard naval vessels. They learn to assess a storage tank in respect to the type of material they are handling. They receive a course in first echelon maintenance, covering safety firewalls, and splinter walls, safety hazards, climate effects and temperature measurement.

Of the many tests presented in the school laboratory, one is quality surveillance. It is designed to uncover any contamination or deterioration in cargo petroleum and related products. During the test, samples

of petroleum products normally carried in ServLant oilers are taken through step after step, as existing contamination is found and eradicated.

Another aspect of handling the Navy's liquid petroleum is learning its characteristics during temperature changes. Like most matter, petroleum expands and contracts with

variations in temperature. To better enable oiler men to cope with this problem, instructors at the school teach them how to correct cargo upon receipt to a gauged volume of 60° F; a standard procedure also practiced throughout the civilian petroleum industry.

Special emphasis is placed on teaching the oil men the causes and prevention of fire. They are taught how to extinguish petroleum fires as well as how to prevent them.

After four weeks of training, the students have also learned how to operate air eliminators, various filters, different types of strainers and devices designed to separate water from petroleum.

PHS participants have entered discussions on how to use sequence tables and non-standard boiler fuels in emergencies. They have compared notes on their individual ships' problems and how they were solved. They have learned to compute stability and stress of petroleum loaded vessels. They have worked with flame arrestors and explosion-proof lighting units.

When he finishes at PHS, the oil king is prepared to face almost any emergency he might encounter.



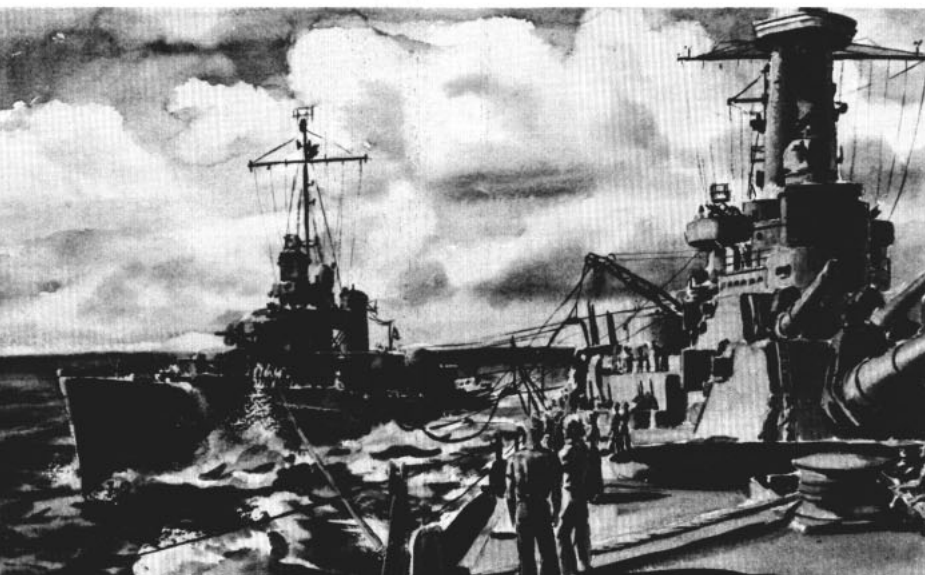
GREETINGS—Mute oil king, constructed of pipe, connector joints, and nozzles, greets students at ComServLant's Petroleum Handling School.



LSO Directs Students Aboard USS Lexington—by M. McCaffrey.

# Recording Your Navy's With Brush and Palette

Fueling At Sea (WW II)—by Dwight C. Shepler, CDR, USNR.



"I HAD JUST BEGUN to get the feel of the ship while sketching crewmen who were working on deck. I was sitting on the pier near the huge bow becoming really engrossed in my sketching when I heard a crunch behind me. I turned around to find that a crane had just demolished my paints, brushes and canvases."

The above incident is described in a combat artist's log which accompanied his portrayal of *uss New Jersey* as she was being readied for her second commissioning. There are many similar accounts and several are indeed harrowing. Because of the nature of their job, combat artists go on operations with little more than pen and paper to sketch and record for historical purposes, and sometimes their experiences are almost as interesting to read as the resulting artwork is to view.

Unlike most Navymen, the combat artist has a different idea of painting than the familiar chipping hammer, red lead and gray paint even though many of his individual works



ultimately include that typically Navy gray.

The U. S. Navy has been depicted in art in its various forms from the inception of the formal combat art program in 1941.

Combat artists have illustrated the Navy at work, using virtually every medium available. More recently, some have used the impressionistic style to tell the Navy story. Whatever the medium and whatever the technique employed, all works of art have been done with the primary purpose of recording naval history.

**A**RT, as it relates to the Navy, goes back to the woodcuts and paintings of sailing ships at the very beginning of the U. S. Navy. In a sense, the first piece of combat art would be the first portrait of the first commissioned U. S. vessel. But most of the historic works dating from the American Revolution up to 1941 were illustrated by artists second-hand, from accounts of battles and operations. (ALL HANDS will be telling that story in a future issue.)

# History

The Navy's first official "combat artist," commissioned in 1941, changed Navy art when he joined a convoy patrol to Iceland and painted what he saw there. He was Commander Griffith Bailey Coale, an accomplished muralist, who contributed much to the collection.

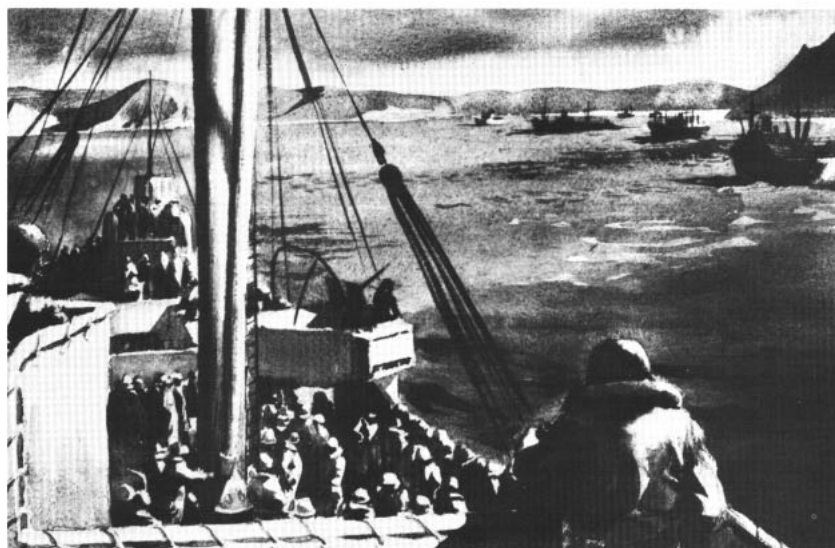
The Navy began the present combat art collection with the establishment of the official Combat Artist billet in 1941. Coale, along with those who joined and followed him, proved that a skilled artist could illustrate a lasting, truthful visualization of important historical battles and operations which would supplement that recorded by the camera. In addition, the artist could capture the total event rather than a brief episode; he could portray the event in a more dramatic manner; and could also illustrate nighttime operations. Classified gear could also be more efficiently edited out of his finished work while still depicting the full story.

This dramatic portrayal of history



Artist's Conception: F-4 Air Strike 220-lb. Frags—By John Steel.

Convoy Entering Mers-El-Kebir—by Lieutenant Mitchell Jamieson, USNR.





**Crewman In Rescue Chopper After Mission**  
—by John Steel.

**River Patrol Boat 16—by John Steel.**



**Hospital Corpsman—by Cliff Young.**



**Plane Handlers—by John Steel.**



was fully realized when Coale painted a mural of the attack on Pearl Harbor shortly after he was commissioned. The work is a charcoal and chalk rendering on a close woven canvas, done at the scene after the attack, while damaged ships were still smoking. According to Charles Lawrence, Museum Specialist-Arts, at the U. S. Navy Art Center, this mural is the most prized piece in the Navy combat art collection.

**T**HE SCOPE of the paintings currently in the collection ranges from the beginning of World War II to Vietnam. The Navy combat art collection is not complete, however. It will continue to grow as about 150 paintings of current subjects are added to the collection each year. It presently contains more than 3300 individual pieces of art which have a total value of about \$2.5 million.

The U. S. Navy Art Center, under the direction of Rear Admiral H. L. Miller, USN, Chief of Information, maintains and perpetuates the Navy combat art collection. At its location in the Washington Navy Yard, Building 67, Washington, D. C., there is a gallery for showing current and selected pieces of art to the public. The Art Center maintains facilities for storing, framing and refurbishing all works in the collection. Artists are also sent on assignment by the Center.

The Navy collection is the only military art grouping which has been continually active both in acquiring paintings and exhibiting them since 1941. The Navy Art Center's purpose is to continue a collection of paintings of significant naval operations for historic purposes. This it has done, even though active duty combat artists were phased out of the program in 1950. There are no such billets in the Navy currently,

although selected enlisted men and officers do contribute to the program and the collection.

**T**HE ACTIVE DUTY ARTIST has been replaced by civilians who donate their work to the collection. These civilians, representing some of the foremost artists in the United States today, are commissioned by the Center in conjunction with the Navy Art Cooperation And Liaison Committee (NACAL) to travel with the Fleet. This committee was formed by the Salmagundi Club of New York City, one of the oldest and most respected art clubs in the country.

A NACAL has also been organized and is supported by the Municipal Art Department of Los Angeles. It is sometimes referred to as "NACAL West." The committees provide the center with a source of contact with civilians who might add to the combat art collection.

To date, 17 civilians from NACAL have been sent to Vietnam to cover various operations ranging from the Seabee story to the carriers on Yankee Station. The results of the Vietnam trips are 156 individual pieces of art added to the Navy collection.

Individual Navymen can also participate and add to the collection. If you have done work on a particular subject which you feel might add to the program, you may submit your artwork to the Navy Art Center for consideration.

Package your work carefully and send it directly to the U. S. Navy Art Center, Washington Navy Yard, Washington, D. C. 20390. A covering letter should accompany the package, and it should be sent to the Navy Art Center via the Office of the Chief of Information, Navy Department, Washington, D. C. 20350.

The letter should contain a state-

**Mekong Delta: Seal Team Dropoff—Night Ambush—by John Steel.**





ment by you releasing all rights involved, and it should be sent as an official letter through your commanding officer. A short biographical sketch and a summary of the work which has been forwarded should also be enclosed. The summary should include ship, squadron or unit names and other specifics of the operation.

**S**EVERAL ART EXHIBITS sponsored by the Center go on tour each year. The exhibits, called "Operation Palette," are sent to the various naval districts. Three different Operations Palette are currently available to the naval districts for subsequent scheduled showings in cities within their area.

Operation Palette I uses artwork depicting the Navy from 1947 to 1960. The individual pieces illustrate various aspects of the Navy and are not limited to one subject. Operation Palette II contains renderings depicting the Navy from 1960 to the present. Operation Palette III is now being planned and consolidated to contain impressionistic paintings of the Navy. Each of the Palettes contains from 100 to 120 pieces of work.

In addition, special tours of exhibits containing 30 renderings each are sent to various universities throughout the United States each year in conjunction with the Naval Reserve Officer Training Corps (NROTC).

Some of the better paintings of the collection have been selected for reproduction. To date, 22 have been reproduced in full-color lithographs. These may be requested by Navy activities for official use by writing to the Community Relations Branch, Chief of Information, Navy Department, Washington, D. C. 20350.

These lithos are 22 by 28 inches in size, and are general selections from the collection. They may be



*Photos Clockwise from Above Right: (1) CDR Griffith B. Coale, USNR, World War II Navy Combat Artist. (2) Verne Tossey (left) sketching Swift boat skipper near Cam Rhan Bay. (3) WW II artist Lieutenant Dwight Shepler taking notes in Philippines. (4) Richard Genders, DMC, USNR, doing on-scene sketch.*



purchased for personal use for one dollar each, from Director, Navy Publications and Printing Service Office, Building 4, Section D, 700 Robbins Avenue, Philadelphia, Pa. 19111.

**G**ALLERIES AND MUSEUMS throughout the United States have used

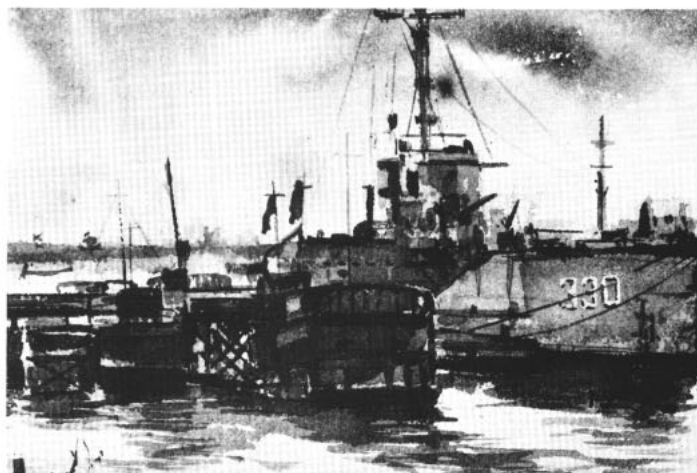
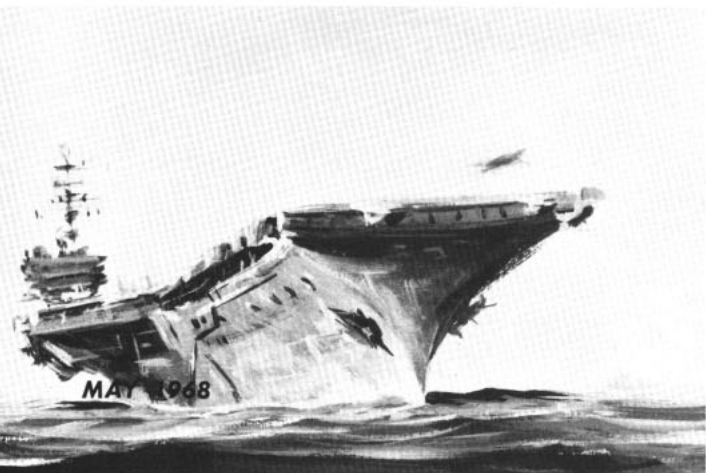


selections from the Navy collection in exhibits. Most of the major galleries in the U. S. are included in that list. Among them are the Smithsonian Institution, the National Gallery of Art and the Metropolitan Gallery of Art in New York.

Selected pieces of Navy combat artwork are also international travel-

*USS Kittyhawk on Yankee Station—by John Steel.*

*Untitled—by S. J. Indiviglia.*



# Navy's Contributing Artists Make an Illustrious List

Many of the artists who have participated in the Navy combat art program are noted figures of contemporary art in the United States. Their works have hung in many major U. S. galleries and also major galleries abroad. Series of works which have been presented to the Navy collection by these professionals depict many facets of the Navy story.

The list below probably contains many names with which you will be familiar. The following is a list of contributing artists to the Navy combat art program:

Frank Edward Ackerman  
Ben Abril  
Marion Andrews  
Torre Asplund  
Carlos Anderson  
Standish Backus  
Robert Benney  
Thomas Hart Benton  
Franklin Boggs  
Arthur J. Barbour  
Patric Bauernschmidt  
Warren Baumgartner  
Calvin C. Beall  
Bill Bender  
Walter Bollendonk  
Richard Botto  
Robert G. Bradshaw  
Walter Brightwell  
Marbury Hill Brown  
J. William Burgess  
Freeman Butts  
Randolph Bye  
Vernon Howe Bailey  
Banta  
McClelland Barclay  
Robert J. Benson  
Beaumont  
Bittinger  
Blaisdell  
Bookhardt  
Bundy  
Burnett  
Howard Baer  
Howard D. Clapp  
Conner  
Michael Cotter  
Michael Capozzi  
J. Gordon Carr  
Richard Clive  
William Coombs  
Leonard Cutrow  
Hugh Cabot III  
Griffith B. Coale  
William F. Draper  
Aldolf Dehn  
Paul Darrow  
Dr. Hannibal De Bellis  
Louis De Donato  
Charles Demetropoulos  
Joe De Thomas  
Theodore Donaldson  
Joseph Dimare  
Apollo Dorian  
John T. Dyer

Walt Disney  
LCDR Walter J. Edwards  
Robert M. Ellis  
Michael Engel  
Edgar Ewing  
Kerr Eby  
Don Freeman  
Robert E. Fieux  
Keith Finch  
H. Fisk  
Edmond J. Fitzgerald  
Lydia Fruhauf  
Frost  
James F. Gill  
George Gray  
Dan Greene  
John Groth  
Stuart G. Garrett  
Clifford N. Geary  
Richard A. Genders  
Herbert C. Hahn  
Joseph Hirsch  
Irwin Hoffman  
Frederick Hammersley  
Theodore Hancock  
Peter Hayward  
Robert C. Haun  
Richard Haines  
Ardis Hughes  
Salvatore J. Indiviglia  
Mitchell Jamieson  
David Wu Ject-Key  
Cecile Johnson  
Scholten Jones  
Louis Kaep  
Charles R. Kinghan  
Raymond Kinstler  
Gene Klebe  
Allen Koss  
Francis V. Kugler  
Max J. Katz  
Julian Levi  
Carlos Lopez  
Ernest Lacy  
John N. Lewis  
Luis Llorente  
Wesley McKeown  
Charles McVicker  
George Menkel  
Gil Miret  
Ernest Otto Mondorf  
Hal Moore  
Charles Molina

McCall  
Joel Malmoe  
Maxine McCaffrey  
Reginald Marsh  
David S. Martin  
George McCrady  
Edward Millman  
Albert K. Murray  
Jon Nielsen  
Henry Nordhausen  
Henry O'Connor  
Thomas O'Hara  
Paul Ortilip  
Grant Powers  
John Phey  
George Payne  
Barye Winchell Phillips  
Ogned Pleissner  
Paul Pernish  
Richardson  
Alexander P. Russo  
John C. Roach  
Rosalind Rust  
Edward Stevenson  
George Shall  
R. Harmer Smith  
Kipp Soldwedel  
Frank Soltesz  
George Sottung  
John Steel  
Robert E. Sticker  
Jack Stuck  
Joseph Santoro  
Betty-Lou Schlemm  
James Scott  
Jonathan Scott  
Dwight C. Shepler  
George Schrieber  
Lawrence B. Smith  
Sample  
R. G. Smith  
George Tarbox  
Jim Turnbull  
Richard Thompson  
Michael M. Tekirian  
Ralph Von Lehmden Vegh  
Jon Whitcomb  
Ted Wilbur  
Howard Warshaw  
Charles Waterhouse  
Marcella Comes Winslow  
Cliff Young  
Jirayr Zorthian  
Larry Zabel



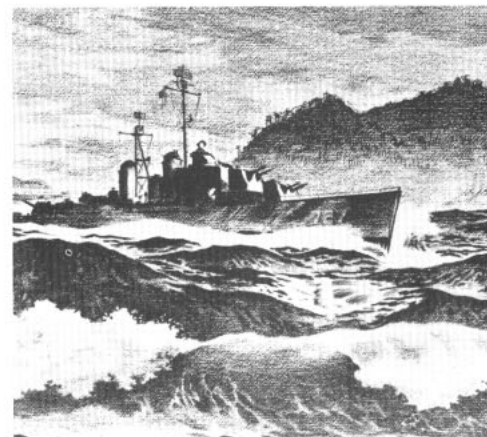
ers. Several have been hung in major galleries in England, France, Holland, Belgium, Japan and Austria.

Each individual artist has his own style of gathering impressions for the final product just as he has his own style of execution. Some make sketches, some take photographs, some take notes, some paint on the scene and others wait to finish their paintings after returning from the assignment. Most use a combination of several of the above techniques to create the final work. Facial expressions can be captured quickly by sketching on the scene, while elaborate backgrounds and settings can be photographed for later compilation.

Mr. Verne Tossey, civilian artist from NACAL, recently returned from Vietnam. His technique of gathering information typifies that used by many combat artists who strive to illustrate the total Navy story.

**D**URING THE TRIP the action was fast and gave little time for detailed studies of subjects. On several occasions he encountered hostile fire,

*USS De Haven at Wonsan—by Journalist-Seaman Hugh Cabot.*





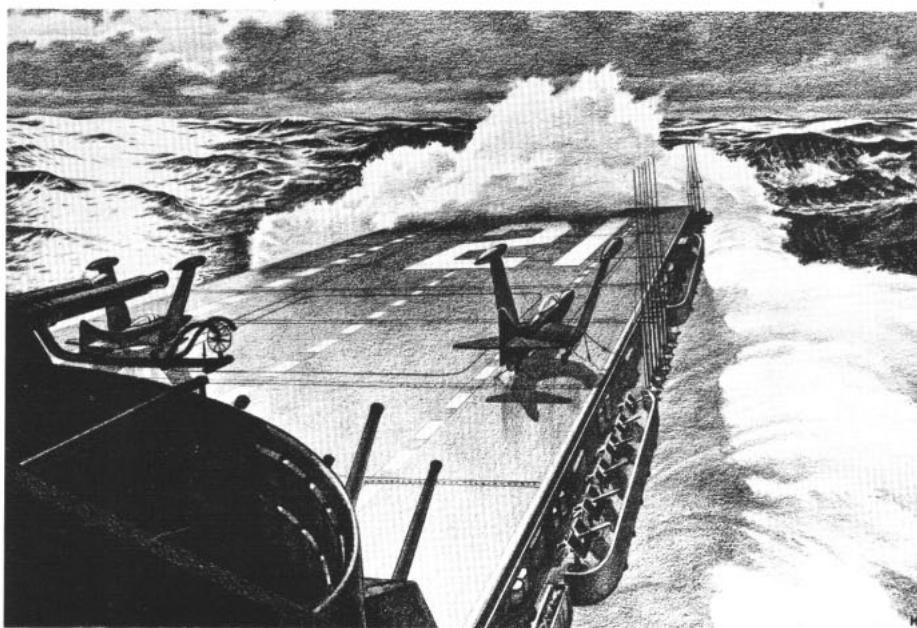


and once shrapnel ripped his clothing while he was on assignment at an advanced outpost with the Riverine Force. He took many notes, many photographs and completed many sketches.

Tossey is now working from those sketches and notes to complete his series. He used basic sketches to capture the individual face and the fleeting action during his trip. Notes help him to fill in the spaces and photographs help give him background. He does not paint on the scene, but waits until returning to compile his records into a picture which will ultimately tell the full story.

During his trip he sketched the amphibious operations in the delta country, went on a patrol with a *Swift* boat crew and then flew to Yankee Station in the Gulf of Tonkin to record the Navy's carrier operations.

One painting now completed depicts the Mobile Riverine Force which Tossey describes as "a miniature American Navy of small craft operating in the rivers and coastal



Upper left: Junk Force Patrol, Vietnam—by Edmond J. Fitzgerald. Above: Typhoon (Korea)—by Herbert C. Hahn, PH1, USNR.

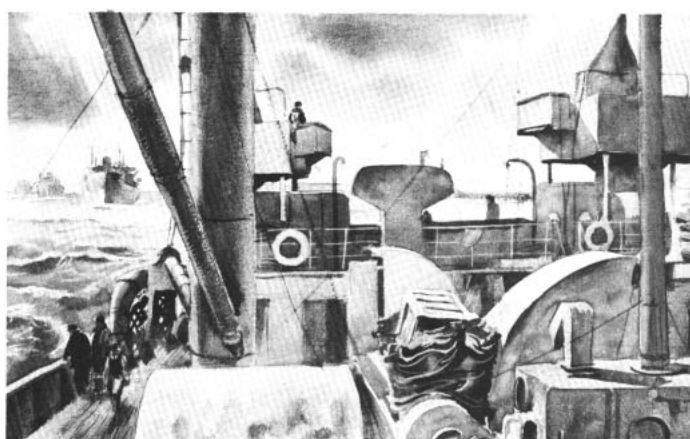
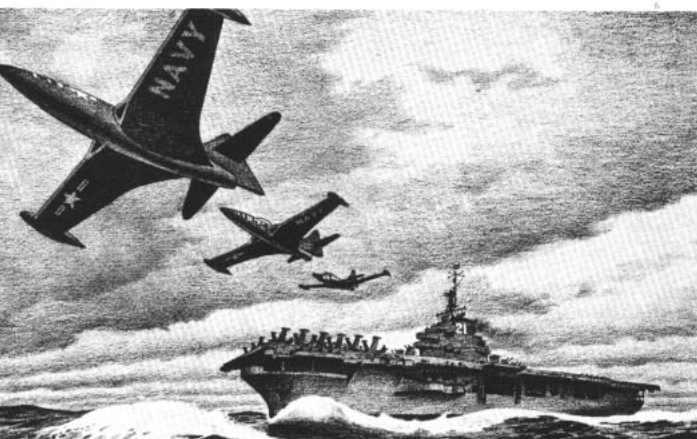
Signalman—by LT Mitchell Jamieson, USNR. Rough Going—LT Albert K. Murray, USNR.



Victory Pass—by Herbert C. Hahn, PH1, USNR.



Convoy—by LTJG Mitchell Jamieson, USNR.





Above: LSO Team—by John Steel. Below left: Da Nang Harbor—by Gene Klebe. Below right: Untitled—by John Steel. Bottom: Pulling Alongside For Replenishment—by John Steel.

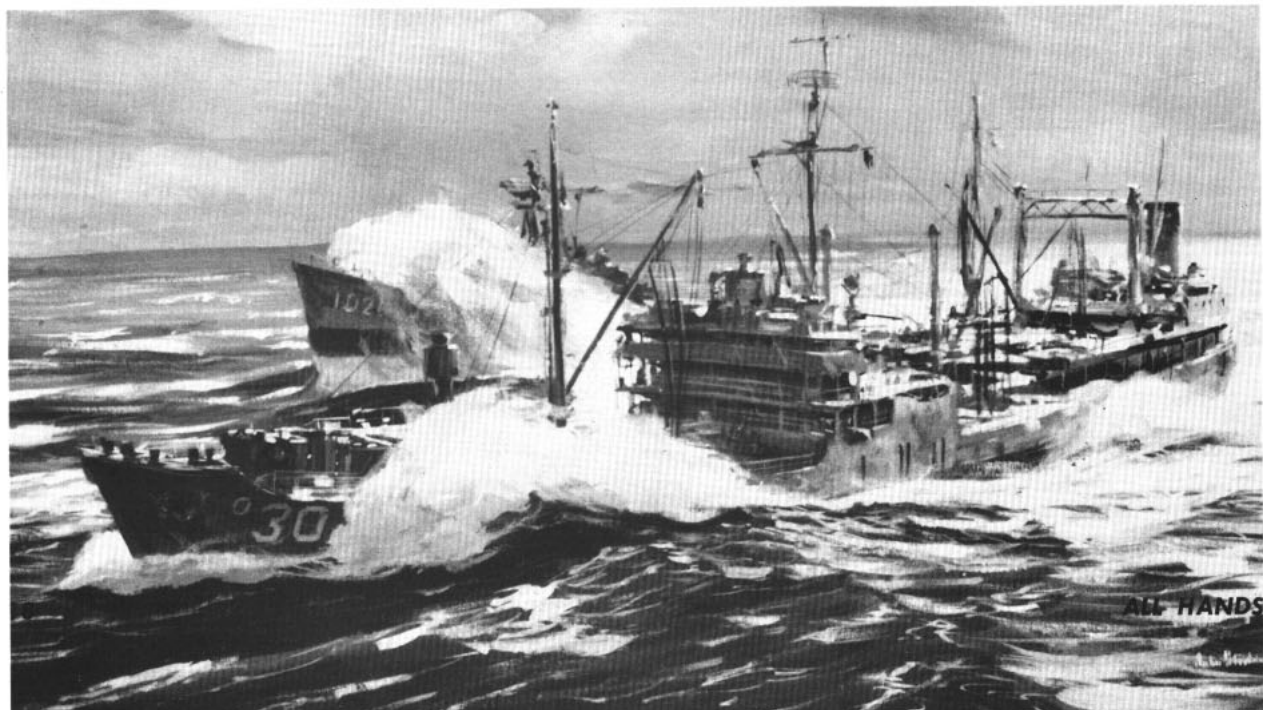
waters.” He further explains their mission and emphasizes the fact that the crews often come under fire while on patrol. His sketches and notes have given him the over-all picture which is reflected in his finished works.

An exhibit currently being shown at the Navy Art Center contains 49 finished renderings by Richard Haines and Frank Ackerman of NACAL. Haines accompanied a river patrol force in Vietnam to gain subject matter for his presentation. Ackerman traveled with the latest Navy convoy to Antarctica to produce watercolor and ink impressions of that expedition.

Two enlisted men are also represented by work in the current exhibit. Seaman William L. Oakes has exhibited four studies of the overhaul of *uss New Jersey* (BB 62). Seaman John C. Roach has contributed three drawings of the aircraft carrier *uss John F. Kennedy* (CVA 67) which he made during the launching last fall.

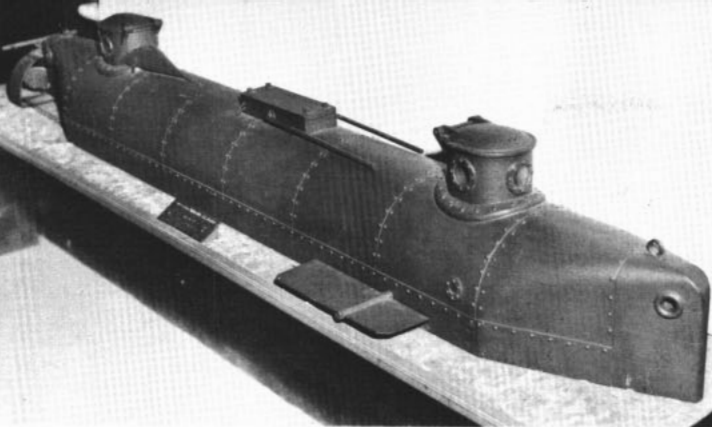
The U. S. Navy Art Center and the combat artist have continued to tell the Navy’s story. It is not told in words but in reds, yellows, blues and, of course, in grays. It’s all there, thanks to the Navy combat artist.

—Larry R. Henry, JO2, USN.



ALL HANDS





BOILER BUSINESS—CSS *Hunley*, shown here in model and painting, was constructed from a modified steam boiler.

## Submarine Pioneer

ONE OF THE MOST recent acquisitions of the U. S. Navy Memorial Museum, Washington Navy Yard, Washington, D. C., is a bronze bust of the Confederate Army captain who designed the first submarine to sink a warship in combat.

The one-and-a-half-foot bust is that of Captain Horace Lawson Hunley, resting on a block of white marble from his home state of Tennessee.

CAPT Hunley was born in Sumner County, Tenn., 29 Dec 1823. Forty years later, in the midst of the Civil War, he was primarily responsible for the design of the Confederate States Ship *Hunley*, a submarine constructed by Lieutenant W. A. Alexander and Lieutenant George E. Dixon of the 21st Alabama Volunteer Regiment.

Manned by a crew of nine volunteers, *Hunley* was basically a modified cylinder steam boiler, measuring 36 to 40 feet long. She was powered by a hand-turned propeller which, under ideal conditions, could move the submarine at a speed of four knots.

Compared to the modern submarine's homing torpedoes and guided missiles, *Hunley's* armament was primitive. It consisted of a floating copper cylinder torpedo with flaring triggers, towed some 200 feet behind the submarine as it approached its victim. At a certain distance from the ship, *Hunley* would dive beneath the target ship, surface on the other side, and continue on course until the torpedo struck the ship and exploded.

*Hunley* had a brief but violent history. Built in the spring of 1863, she was accidentally swamped in the harbor of Charleston, S. C., during

August of that year. Five members of her volunteer crew were drowned.

The submarine was later raised, and CAPT Hunley himself took charge of the vessel on 15 October for practice dives under the Confederate receiving ship *Indian Chief*. Completing several successful dives, *Hunley* submerged under *Indian Chief* for a final time, but failed to surface. CAPT Hunley and his entire crew of seven were trapped under nine fathoms of water and perished.

The submarine was raised once more, but the Commanding General of the District of South Carolina, General Pierre G. T. Beauregard, restricted the ship from diving again. She was fitted out with a "Lee spar-torpedo" on her bow, which was designed to be rammed into an enemy vessel and then exploded by a line attached to the trigger after the submarine had backed away.

**IDEA MAN**—Bust of Captain Horace Lawson Hunley has been given to U. S. Naval Memorial Museum.



*Hunley* patrolled Charleston Harbor for more than three months before she encountered the Federal steam sloop-of-war *Housatonic* on 17 Feb 1864, in the north channel entrance to the harbor. The heavily ballasted submarine so surprised her victim that only small arms fire could be used against her; she struck *Housatonic* near the mizzenmast, implanting her torpedo, then triggered a shattering explosion that sent the Federal ship to the bottom.

*Hunley* never returned from that mission, but the cause of her loss is still unknown. Possibly she went down beneath the *Housatonic*; she may have been swamped by waves from the sinking ship; or she might have been swept out to sea. Even though her crew perished, *Hunley's* success foreshadowed the great importance of undersea warfare in the future.

A half-model of CSS *Hunley* is on display in the Navy Memorial Museum near the bust of CAPT Hunley. The eight-foot fiber glass half-model is accompanied by drawings of the submarine with historical captions.

The bust of Captain Hunley is a gift from Mrs. B. J. Godwin Mitchell and her mother, Mrs. I. G. Duncan, formerly of Memphis, Tenn., and now of Winston-Salem, N. C. Mrs. Mitchell, the creator of the bust, has given the bronze casting to the Museum as a memorial of her fellow Tennessean.

Hours of the Navy Memorial Museum are 9 a.m. to 4 p.m. on weekdays, and 10 a.m. to 5 p.m. on Saturdays and Sundays. Located in the Washington Navy Yard, 11th and M St., S.E., the Museum is open to the public free of charge.



NR UNITS team up for ASW exercise. Rf: LTJG J. A. Keller, USNR, shoots sun.



# Three Cheers

**A** NAVY PILOT was down in North Vietnam, and a helicopter detachment from an aircraft carrier was trying to find him and bring him out.

Lieutenant Robert W. Burnand, Jr., USNR, the plane commander of one of the detachment's armored search and rescue helicopters, was vectored inland three times, through severe enemy ground fire, as the search effort persisted over a period of about five days.

On the Reservist's third try a helicopter flying with him was riddled by automatic weapons fire which completely disabled one of its engines. The wounded whirlybird limped off toward the sea, and was met by a barrage of 37- and 57-mm anti-aircraft fire which caused additional heavy damage and wounded every man on board.

Seeing what had happened to the other helicopter (which later managed to ditch near an American destroyer), LT Burnand knew he had to stay in the area for the operation to continue. So he and his crew took a calculated risk and exposed themselves to the enemy's fire to continue the mission. Using evasive maneuvers and directing counterfire at the enemy, the lieutenant and his crew managed to pin the hostile forces down and successfully complete their mission.

For his extraordinary heroism in this action LT Robert W. Burnand, Jr., United States Naval Reserve, was later awarded the Navy Cross—second only to the Medal of Honor as a combat decoration. Another Naval Reservist, Ensign Edward G. Marsyla, the wounded copilot who helped nurse the other helicopter back to a safe ditching, was awarded the Silver Star Medal for his part in the same operation.

**L**T BURNAND is one of seven Naval Reservists who have been awarded the Navy Cross for heroism in Vietnam action. And he and ENS Marsyla are just two of the many Naval Reservists who have been decorated for heroism in combat or in situations where they have risked their own lives to save the lives of others. The following Navymen are only a few of the Reservists who have been cited:

- LT Harold D. Meyerkord, USNR, who was posthumously awarded the Navy Cross for repeated acts of heroism during more than 30 combat operations as an advisor to the Vietnamese Navy's River Assault Groups. A new Knox class escort ship (DE 1058), has been named in his honor.

- Hospital Corpsman Third Class Ronald W. Kidder, USNR, who re-

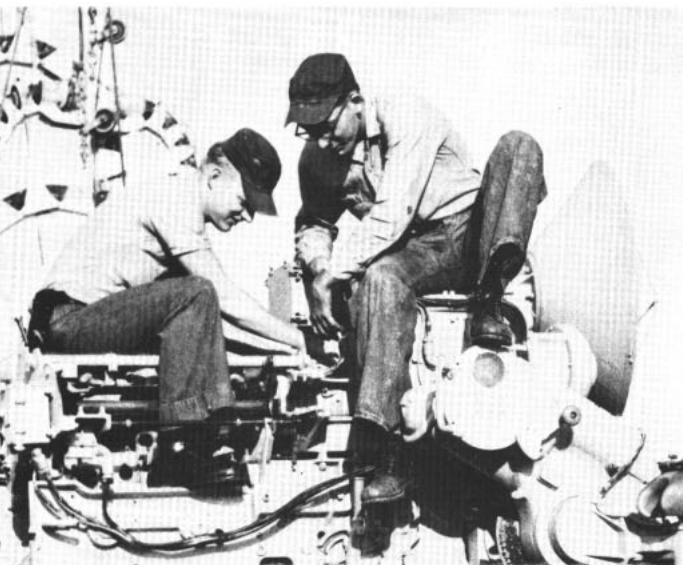
peatedly risked his life under fire to aid the wounded of a Marine platoon which was attacking positions held by the enemy. He was awarded the Silver Star Medal.

- Seaman Robert T. Souther, USNR, who was awarded the Navy and Marine Corps Medal for his rescue of another Navyman in a harbor accident at Da Nang, South Vietnam. Seaman Souther was working as a line handler for a tug, removing a pontoon causeway section from a string of barges, when another line handler fell into the water between the pontoon and the barges. At the risk of being crushed to death in the narrowing gap between the ponderous craft, the Reservist dove into the water and helped haul the other man to safety just before the causeway section crunched into the barge.

- Seaman Rubin G. Binder, USNR, who earned two Bronze Star Medals with Combat "V," the Navy and Marine Corps Medal, the Navy Commendation Medal and the Vietnamese Cross of Gallantry for various acts of heroism with the Navy's River Patrol Forces.

- Seaman Neal A. Fenner, USNR, who was awarded the Navy and Marine Corps Medal for an act of quick-thinking heroism as the coxswain of a small patrol boat in Vung Ro Bay, Vietnam. When a gasoline





**KEEPING READY**—Training cruises keep Reservists sharp. Reservists work on gun mount and (rt.) follow ASW plot.

# for the USNR

pipeline in the bay exploded, sinking a LARC-V amphibious vehicle and spreading flaming gasoline across the water. Seaman Fenner rescued the LARC's five crewmen, including one who had been seriously burned. Then he made a pass at full throttle close to the flaming gasoline to keep it away from a tanker. The tanker, which had been pumping into the pipeline, was then able to halt the fire with foam.

• LTJG Richard E. Benson and LTJG Dennis S. Daniels, both USNR, and both members of Helicopter Antisubmarine Squadron Four. LTJG Benson was pilot and LTJG Daniels was second pilot on a flight to save a downed airman who was within minutes of being killed or captured by the enemy. Despite intense enemy fire at close range, LTJG Benson hovered the helicopter to make the rescue, ignoring several rounds which entered the cockpit. LTJG Daniels was wounded as the enemy fire splintered the helicopter's airframe, but stayed at his post until the rescue had succeeded. Both Reservists were awarded the Silver Star Medal for gallantry in action.

**T**HE LIST could go on and on. Time after time—as corpsmen, doctors and chaplains with the Marines; as Seabees; as members of the river

patrol forces; as pilots; and in all kinds of billets in the ships in the Vietnam theater—Naval Reservists have demonstrated their courage and ability in life-or-death situations.

Altogether, approximately 111,000 Naval Reservists are now serving on active duty. Of that number, about 68,000 are two-by-sixers—young enlisted men who serve two-year tours of extended active duty during a six-year enlistment in the Naval Reserve. On some ships of the Pacific Fleet up to half the officers and as many as one out of four of the enlisted men are Reservists.

In addition to the great contribution made to the Vietnam effort by the Naval Reservists on active duty there, Naval Air Reserve transport squadrons have also made a direct contribution to the Vietnam effort through the Southeast Asia airlift program. Flying C-118 *Liftmasters* and C-54 *Skymasters* across the Pacific to Vietnam during their annual two weeks of active duty for training or during shorter periods away from their regular jobs, the Reservists helped carry high-priority cargo westbound and passengers eastbound. Since May 1965, when the airlift began, the Reservists have logged some 75,236,000 passenger miles, 20,850,000 ton-miles and 33,532 flight hours.



**MANY SEABEE** Reservists are with units in Vietnam. Below: Members of Naval Air Reserve maintenance unit fuel wing tank of P-2E patrol plane.





**VIETNAM**—Today approximately 111,000 Naval Reservists are on active duty, many in Vietnam.



**BERLIN CRISIS**—In 1961 some 8000 NRs answered the call to augment ASW forces.



**KOREAN CONFLICT**—One out of every four Navy men on active duty — Reservists.



**WORLD WAR II**—By war's end more than three million Reservists saw duty.

**A**NOTHER EXAMPLE of the Air Reserve's value occurred in January, when some 600 Naval Air Reservists made the transition directly from civilian life to full-time active duty within about 30 hours of the President's order calling certain Air Force Reserve, Air National Guard and Naval Selected Air Reserve units to active duty. In the process, the Navy's active air strength was increased practically overnight by three jet fighter squadrons, three jet attack squadrons and a total of 72 aircraft.

Throughout its history the Naval Reserve has been performing in similar fashion to carry out its basic mission—providing the Navy with qualified individuals and trained units to be available for active duty in time of war, in national emergencies, or whenever else such forces may be needed.

The United States Naval Reserve, under its present name, was first authorized in 1915, but its predecessors date back to the naval militia of the Revolutionary War.

In World War I six out of 10 Navy men on active duty were Naval Reservists and, altogether, a total of some 30,000 Reserve officers and 300,000 enlisted men served on active duty.

Before the United States entered World War II the Naval Reserve was mobilized and, by the war's end, more than three million Reservists saw active duty. This was 87 per cent of the Navy's manpower.

**D**URING THE Korean conflict 155,000 Naval Reservists answered the call to arms on short notice, and more than one out of four of the Navy men on active duty were Reservists. In one typical month of air operations in Korea three-fourths of the 8000 combat sorties were flown by Naval Reserve aviators.

**WORLD WAR I**—Six out of 10 Navy men on active duty were Naval Reservists.



More recently, in the Berlin crisis of 1961, 40 Selected Reserve ships and 18 Selected Air Reserve squadrons were called up in a partial mobilization involving some 8000 men. These units were deployed to augment the ASW forces of the fleets.

In 1962, during the Cuban crisis, Naval Air Reservists logged more than 775 hours in logistics flights and some 350 hours of surveillance flying along the eastern seaboard and Gulf of Mexico. They also transported more than 620,000 pounds of cargo and carried more than 1000 passengers some 122,000 miles. (The Reserve fliers put in the time as part of their weekend drills and active duty for training.) In addition to this airborne support, about 50 Air Reservists volunteered for special assignments in Atlantic Fleet Operational Control Centers, where they served in an active duty training status as operational control watch officers.

**T**ODAY, the Naval Reserve has grown to a total force of approximately 586,000 officers and enlisted men, including the 111,000 on active duty. Of the 475,000 not on active duty, about 347,000 are in the Ready Reserve; 38,000 in the Standby Reserve; and 90,000 in the Retired Reserve.

The Ready Reserve is composed of those members of the Reserve forces, not on active duty, who are immediately available and subject to call to active service in the event of war or a national emergency declared by the President or when otherwise authorized by law. Only members of the Ready Reserve may receive pay for participation in Reserve training.

The Standby Reserve consists of those Reservists (other than the Retired Reserve) who are liable for active duty in time of war or national emergency declared by Congress, or when otherwise authorized by law. However, the Navy cannot recall a Standby Reservist to active duty involuntarily until the Director of Selective Service (through the local draft boards) has determined that he is available for active military service, or while qualified Ready Reservists are still available during an emergency short of war.

Reservists who have completed their Ready Reserve obligation, are

**ALL HANDS**

transferred to the Standby Reserve, unless they agree to remain in the Ready Reserve.

Also within the Standby Reserve is an inactive status list, consisting of officers who are not required to remain in the Ready Reserve, or who are unable to participate in the prescribed training. Members on the inactive status list may be called to active duty under the same conditions as other members of the Standby Reserve, but only when it has been determined that adequate numbers of qualified personnel in active status (Ready or Standby) are not available.

The Retired Reserve is composed mainly of members who have completed the service requirements necessary to establish retired pay eligibility at age 60, plus others who want to remain members of the Naval Reserve, but who are not eligible for, or do not desire, transfer to or retention in any other category of the Naval Reserve.

**T**HE READY RESERVE, as the name implies, is that part of the Naval Reserve designed for the most immediate response to a call to active duty. Its main elements are the drilling units of the Selected Reserve, Phased Forces Reserve; and the Active Status Pool. The Active Status Pool is composed of Reserve personnel who have a remaining military obligation in the Ready or Standby Reserve not attached to drilling units or on Appropriate Duty Orders; and

Appropriate Duty Personnel, who are primarily officers regularly performing duties in support of the Naval Reserve.

The Phased Forces Reserve provides professional training and guided study for Reserve officers on inactive duty to give the Navy a force of qualified officer personnel who would be readily available for mobilization if needed. It also includes some billets for enlisted Reservists.

The Selected Reserve, organized in 1958, is geared for instant response to a call to active duty. It includes all the Naval Reservists in drill pay status and the ships and aircraft assigned to them. Selected Reserve personnel have all been pre-assigned and pre-ordered to Mobilization Day billets, and carry orders which they would execute automatically in the event of an attack upon the United States or immediately upon declaration of a national emergency.

**T**HROUGH Public Law 90-168, "The Reserve Forces Bill of Rights and Vitalization Act," signed by the President on 1 Dec 1967, the Selected Reserve has acquired statutory status. Beginning with Fiscal Year 1969, the strength of the Selected Reserve in each Reserve component will be authorized by law annually as a prerequisite for the appropriation of funds for the pay and allowances of its personnel. In recent years the Selected Reserve has in-

cluded 126,000 Reservists in drill pay status, as authorized by the Secretary of Defense.

The Selected Reserve consists of two separate programs—air and other than air. Of the 126,000 drill pay spaces, 96,600 are allotted to the other than air program and 29,400 to the air program.

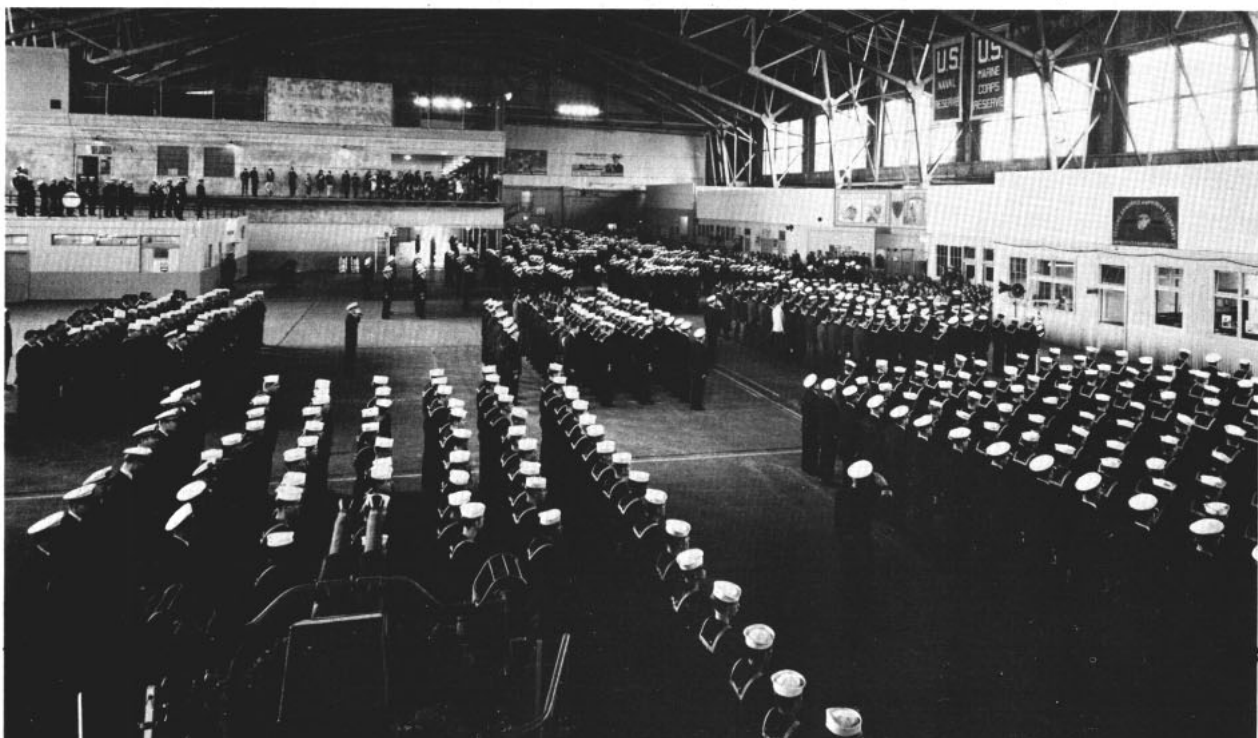
The other than air program is administered by the Naval District Commandants under the Commander, Naval Reserve Training Command, which is headquartered at Omaha, Neb. The air program, administered by Commander, Naval Air Reserve Training Command, has its headquarters in Glenview, Ill., and functions through 18 naval air stations and training units at various locations throughout the United States.

On very short notice the Ready Reserve can add to the operating forces 34 antisubmarine warfare ships (17 DDs and 17 DEs), 36 full-sized air squadrons, many specialized units and thousands of officers and enlisted men to augment the Fleet from peacetime to wartime manning levels.

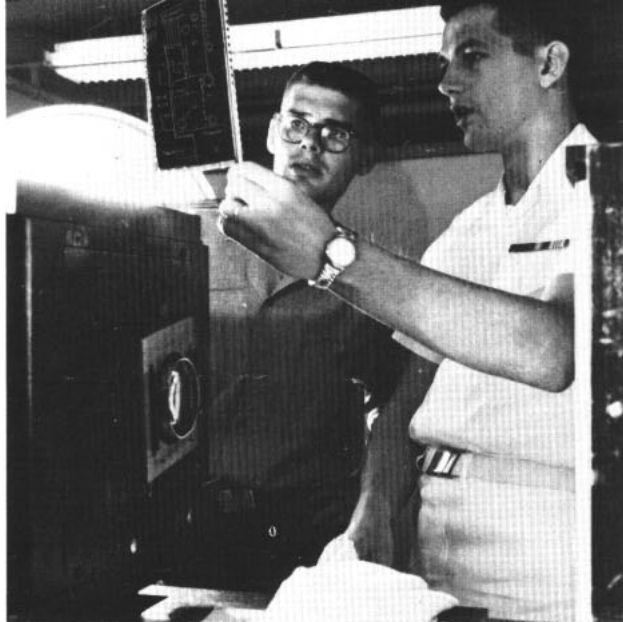
And this extra strength is readily available at a fraction of the cost it would take to maintain such forces on a full-time basis with the active Fleet.

It is this capability, the service and selflessness of thousands of Navymen, USNR, that make the Naval Reserve such a valuable asset to both the Navy and the nation.

**DRILL TIME**—Members of Reserve units at Naval and Marine Corps RTC, Treasure Island, muster for award ceremony.







NOW HEAR THIS—Instructor John E. Berry, PH1, talks over assignments and (rt.) checks student's test negative.

## Shooting the Works



**W**HEN AIRMAN John E. Berry attended Photographer's Mate "A" school at NATTU in 1958, the course lasted only eight weeks.

Today, the period of instruction is 15 weeks, and Photographer's Mate first class Berry is an instructor in the basic phase of the school.

After "A" School graduation, Berry was assigned to the Naval Air Special Weapons Center, Kirkland Air Force Base, N. M. Next, he spent three years aboard *uss Bon Homme Richard* (CVA 31) in the Gulf of Tonkin.

In 1964 Berry, like most naval and Marine Corps photographers during their career, came home to the Naval Air Technical Training Unit at NAS Pensacola.

Most Navy, Marine Corps and Coast Guard photographers begin their training in PH "A" School.

With classroom lectures, practical fieldwork and individual consultation, Berry and the other 18 instructors in the beginning phase of the school teach the fundamentals of photography to an average of 54 students a month.

Subjects covered in this phase include photographic theory, the press, copy and view cameras; and printing and processing assignments.

During the remainder of the school, students receive instruction in photojournalism, aerial photography and motion pictures.

But Berry and his 18 fellow instructors are convinced that what kind of naval photographers their students become is determined during those first few critical weeks of basics.

—Story by T. K. Mason, JO2  
Photos by Joel S. Cary, PH1

A DEVELOPING ART—Instructor Berry shows photography students how to set up and use school's copy camera.



# DESTROYER SQUADRON

**D**ESDIV 222 RETURNED to Norfolk early this year after a seven-month deployment with PacFlt. The movement of this division, of course, was one of many—so what's so unusual about that?

DesDiv 222 is not greatly different from most ships and squadrons that have deployed to Vietnam and, in due time, have returned. And that is precisely why it is important.

It meant a lot to the men of the destroyer division and to their wives, children and friends, after a lengthy, arduous and demanding assignment. In short, for them it was a real WELCOME HOME!

ALL HANDS has reported such homecomings from time to time and in many instances has had space to give only an exceedingly condensed report of the ships' activities and accomplishments. Sometimes the returnees have been the big, important boys—carriers and such. Sometimes they were the little ones—service squadrons, LSTs, PBR squadrons, and the like.

All have deserved a fuller account of their adventures and the work they have done. In the person of DesDiv 222 we are telling of all those men and ships who have gone to Vietnam and who have returned to a Welcome Home.

When the Division, consisting of USS *Damato* (DD 871), *Waldron* (DD 699), *Leary* (DD 879) and *Cony* (DD 508) under the guidance of Commander Robert R. Clement, USN, finally hit Subic all hands received a sobering reminder that this was to be more than just another cruise.

**E**XCEPT FOR THE ELEMENT of anticipation, the trip had been until that moment much like any other. The month before actual departure had been filled with bringing publications and paperwork up to date; ordering spare parts, supplies and accessories required for an extended deployment away from home port. The usual logistics routine. Taking care of personal problems.

Training en route to the Canal; training en route to San Diego where logistics and briefings were sandwiched in between trips to the Zoo and Disneyland. Training en route

to Pearl, Waikiki Beach and pineapples; training en route to Midway; training en route to Yokosuka, repair work and more briefings.

However, before departure from Subic each of the ships received .50-caliber machine guns, flak jackets and smoke pots for smoke screens—bringing to each man the realization that, before too long, he could well be under hostile fire.

On 22 August *Waldron* departed for the gunline; on 23 August, *Damato* and *Leary* left as carrier escorts; on 25 August, *Cony* too headed for the gunline.

**G**OOD TIMES IN PORT seemed far away as 30- or more day periods at sea became standard; comfortable sleep became impossible because of the frequent sound of guns firing. Dependence on the oiler and stores ship for fuel and supplies was no longer a just-in-case. It was now a must. Mail was the link with the outside, arriving once every four or five days on the gunline and Sea Dragon, and almost every day if the ship was escorting a carrier.

When it came time to shoot, shoot the division did. (See Box Score, page 26). More than 27,000 rounds of ammunition were fired at the enemy, with official assessment of damage by ground and air spotters.

Many of the rounds went unobserved as Marine and Army units were supported at night by harassment and interdiction fire.

Commodore Clement and his staff spent the major portion of the deployment as a task unit commander conducting Sea Dragon operations off the coast of North Vietnam. During the 38 days that the DesDiv 222 staff spent on Sea Dragon operations, numerous missions were carried out against North Vietnamese waterborne logistic craft and coastal targets.

**I**N RETURN, the task unit was fired upon a number of times by North Vietnamese shore batteries.

On 13 September, *Damato*, with ComDesDiv 222 embarked, received two direct hits; and on 25 September, after having shifted his pennant to USS *Mansfield* (DD 728), that ship was also hit. Damage and

casualties were minimized; however, *Mansfield* suffered one man killed and several wounded as a result of its hit.

The Division Medical Officer, Lieutenant N. L. Hammond (MC), USNR, was awarded a Navy Commendation Medal for his treatment of *Mansfield's* wounded.

Other staff duties included screen commander duties for two different attack carrier strike groups, and as the Seventh Fleet surface/sub-surface surveillance coordinator for the Tonkin Gulf area.

*Damato* and *Leary* were the only two ships of the division to operate on Sea Dragon.

*Damato* logged the most time. While operating north of the DMZ for 26 days, she destroyed 20 North Vietnamese waterborne logistic craft and damaged 21 more.

She received counterbattery fire nine times, with more than 550 rounds of enemy fire falling within 20 to 100 yards of the ship. Shrapnel littered the deck many times. In one day—13 September—more than 200 rounds of hostile fire were received.

*Damato* sustained two hits, one of which destroyed the captain's cabin and the other hit amidships. No one was injured, but the Captain was exceedingly annoyed and there was enough damage to the ship to warrant a trip to Subic Bay for repairs. The ship returned promptly to Sea Dragon and destroyed four supply craft in one week and seven the next.

**L**EARY OPERATED on Sea Dragon with the cruiser USS *Canberra* (CAG 2) but because of the monsoon season, engaged the enemy in few gun duels. Her main role was spent in gunfire support missions south of the DMZ and in escort duties for the carriers USS *Constellation* (CVA 64), *Oriskany* (CVA 34) and *Coral Sea* (CVA 43).

She fired 4844 rounds of ammunition while operating near the DMZ and in the III Corps area. In one emergency call for fire, *Leary's* guns silenced enemy batteries that were attempting to down a group of U. S. helicopters. The choppers were able to complete their mission. *Leary* spent many long hours on station

near the DMZ during the monsoon season to support the Marines who were defending allied forces' positions.

**D**URING HER STAY in the combat zone, *Waldron* spent a majority of her time on the gunline. She spent varied periods supporting the Marines in the DMZ and at Da Nang; the 1st Cavalry at Cap Mia, and ROK Marines at Quang Ngai. She received compliments from the Marines during the amphibious operation Ballistic Charge, and from the commanding general of the 1st Air Cavalry Division.

In operations near the DMZ, she received counterbattery twice, and in the exchange of fire neutralized three enemy artillery sites.

Moving up and down the coast, *Waldron* spent 53 days and nights in support of U. S. troops and fired 7080 rounds. During her time on the gunline, *Waldron* acted as host to two ensigns from the South Vietnamese Navy and indoctrinated them in the ways of naval gunfire support.

**C**ONY SPENT 55 days on the gunline and expended 9628 rounds of ammunition in support of allied troops. The ship established sound relations with the Army command on the beach when it operated in the II Corps area, and answered numerous calls for fire missions after showing the Army the accuracy of her fire

power.

While on the gunline, *Cony* celebrated her 25th birthday. Ice cream and cake were served on the fantail between firing missions.

**N**OT ALL of the deployment was spent on the gunline.

Contributions to the war effort were made just by the destroyers' presence. The fact that *Damato* and *Leary* were on Sea Dragon operations in itself slowed down the number of logistic craft trying to penetrate their defense.

In the south, the same could be said for *Waldron* and *Cony* as their 5-inch guns were a menace to any suspicious craft. The destroyers also acted as a parent ship for many Navy and Coast Guard *Swift* boats that came alongside for food, repair parts, water, fuel, a shower and warm, full meals. In exchange, the *Swift* boats often took destroyer men for indoctrination trips and ferried mail to the beach to get it to the States faster.

While on escort operations with *Oriskany*, *Damato* and *Cony* exchanged officers with the carrier as part of an indoctrination program to explain to each other the concept of each ship's operation.

During underway replenishments, the four ships replenished more than 160 times, receiving more than 1000 tons of ammunition, more than 250 tons of provisions, and approximately 5.7 million gallons of fuel

oil. In every type of weather, the ships went alongside the Service Force replenishment ships to take on fuel and stores.

Replenishments have their dangers. Nine of *Waldron's* crewmembers were injured when a huge wave came across the main deck while the ship refueled from *Oriskany*.

**T**HE DIVISION reassembled in Yokosuka on 22 December, more than happy to begin the long trip home.

The Division had originally planned to return by way of the Suez Canal, but the Middle East crisis prevented such a route. Return was therefore via the same route as going west, except that San Francisco and Acapulco were added to the itinerary. San Francisco provided the first sight of the States in six months and the visit to Acapulco was almost as good as everyone expected.

Throughout their deployment, the ships of 222 were always on station and did not miss a single commitment. No man had been injured due to hostile fire and only *Damato* had received material damage.

On 25 January, 222 reentered the Atlantic Ocean and started steaming north on the final leg. Chesapeake light was reached at daybreak on 30 January and all that remained was the channel to Norfolk.

Cheers and tears of happiness on the piers.

Welcome home DESDIV 222.

## BOXSCORE

	Days Deployed	Days Underway	Days Upkeep	Days Port Visit	Days NGFS	Days Sea Dragon	Days CVA Ops	Days ASW	Underway Replenishments	Fuel Replenishment	Total Miles Steamed
<i>Damato</i>	209	153	20	36	8	26	31	2	46	1.8 million gallons fuel	52,430
<i>Waldron</i>	209	152	23	34	53	0	17	0	43	1.3 million gallons fuel	49,029
<i>Leary</i>	209	150	14	45	24	10	29	4	42	1.4 million gallons fuel	56,399
<i>Cony</i>	209	152	27	30	55	0	14	3	35	1.2 million gallons fuel	44,591



# LETTERS TO THE EDITOR

## Effective Date of Orders

SIR: In your January issue (p. 26) you parenthetically define the effective date of a man's orders as the date he is transferred. I say "effective date" is the day travel begins, which would make it the day following the last day of leave and proceed time. Am I right, or are you right?—P. G. N., CWO2, USN.

• Would you believe we're both right? The official definition of "effective date of orders" is found in Joint Travel Regulations, paragraph M 3003-lb, with more detailed instructions contained in Navy Travel Instructions, paragraph 3050. Unless otherwise qualified, it means the date of the member's relief (detachment) from his old duty station. So we are right.

Almost always, however, the effective date is "otherwise qualified" by authorizing leave and proceed time. So you are right.

It's useless to try to dislodge us from the fence. We've hung on before. Tenaciously.—ED.

## Twilight Cruise on 30—Not 20

SIR: I'm planning ahead for my last tour before transferring to the Fleet Reserve on 19 and six.

I understand I can pick my last duty station, but am confused about how much ahead of time I should apply for transfer. If my last tour before retirement is two years, how many months before completing 17 years and six months should I apply for my duty of choice?—A. Y., AZ1, USN.

• Stick around for another 10 years and you might be eligible for the twilight cruise you describe.

There seems to be a common misapprehension that a man going out on 20 is eligible for a so-called "twilight cruise." This just isn't so. Duty of choice under the twilight cruise procedure applies only to Regular Navy enlisted men and women who are completing 30 years' active service before retirement.

The Transfer Manual has a whole chapter (19) on the subject. In general, you qualify for voluntary, non-disability retirement only after 30 years of active service. Before you complete 28 years, you may request duty in a naval district or U. S. home port of choice for your last two years. Chances are you will get the duty you ask for.

Your request for a twilight cruise should be submitted to the Chief of Naval Personnel, via channels, 28 months before the date of 30-year re-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

tirement. Duty of choice should be requested in letter form, and should accompany the request for retirement.

If requesting shore duty in a naval district, you may ask for some specific city or locality within the district, and every effort will be made to give you what you want. However, there is no assurance you will be assigned to the city of choice—just a good bet you'll receive the district of choice.

If requesting a sea duty home port (continental U. S.), you should list the types of units or ships, or specific units or ships, you prefer. Again, every effort will be made to give you what you wish, but you may be limited to the home port you specify. Keep in mind that the ship, unit or station you request must have an allowance for your rating.

Details on non-disability retirement, and duty of choice before completing 30 years' service, are contained in the BuPers Manual (C-14301 and C-14302), chapter 19 of the Transfer Manual, and BuPers Inst. 1811.1 series.—ED.

## Civil War Monticello

SIR: Can you give me some information concerning the ship *Monticello* which served in the Union Navy during the Civil War?

According to my information, she was commanded by Lieutenant Commander D. L. Blaine. Unfortunately, that's all I can tell you about her.—E. G. G., CSC(SS), USN.

• According to our good friends in the Division of Naval History, there was a ship named *Monticello* which was built in 1859 at Mystic, Conn., for use as a cargo vessel along the Atlantic coast.

In 1861, *Monticello* was chartered and subsequently purchased by the Navy, armed with a 10-inch Dahlgren smooth bore gun and two 32-pounders.

According to the Division of Naval History, *Monticello* was placed under the command of Lieutenant L. D. Braine—a slight variation on the name and rank you gave.

*Monticello* was assigned to blockade duty and was quite active along the Atlantic coast from Chesapeake Bay to Wilmington, N. C., capturing blockade runners (five in all) and sending landing parties to fight ashore.

Among other actions, *Monticello*'s gunners bombarded the batteries at Sewall's Point, Va., and Hatteras Inlet, Kinnakelt and New Inlet, N. C.

At New River Inlet, N. C., a landing party completely destroyed a large quantity of cotton, turpentine and rosin as well as destroying two schooners which had been drawn up on land.

*Monticello* was refitted at Boston in 1864, after which her landing parties destroyed Confederate gun emplacements at Smithfield, N. C., and her guns destroyed earthworks at Masonboro, N. C.

Late in 1864, *Monticello* reported to Admiral David Farragut, USN, for his dramatic attack on Fort Fisher, N. C.

**JUNIOR NAVY**—St Joseph Regional High School Junior NROTC stands at attention during activation ceremony.—Photo by E. Fisher, PH1, USN.



## LETTERS TO THE EDITOR (Cont.)

The steamer participated in the first great bombardment of the Confederate batteries on 24 to 25 Dec 1864 and was with the squadron when the fort was demolished between 13 and 15 Jan 1865.

Monticello earned the Civil War Medal for her services to the Union between 1861 and 1865. She was decommissioned on 21 Jul 1865 and was later sold at auction.

This was not, of course, the only Navy Monticello. There was APA 61, a former Italian passenger liner interned by the Brazilian government in 1942 and later acquired by the U. S. Maritime Commission for conversion to a troop transport. Commissioned in April 1942, she was decommissioned in May 1946 and a year or so later was returned to her former owners.

And then there is the current Monticello (LSD 35), now serving with the Seventh Fleet.—Ed.

### Old Yarns Never Die

SIR: I heard recently of a mysterious area of the Atlantic called the Bermuda Triangle, into which many planes have flown, and ships sailed, never to be heard from again.

Among the planes so swallowed up have been at least five Navy aircraft.

Do you have any information on this strange phenomenon? Do Navy planes now avoid this area as being dangerous? What have you to say about this?—J. E., Phoenix, Ariz.

• The Bermuda Triangle is an area roughly encompassed by lines from Bermuda to Jacksonville and Fort Lauderdale, Fla. Its notoriety is largely the result of "dramatization," according to one of the cognizant sources to which we turned.

Coastal shipping and commercial air-

liners cross it without harm and carrier and patrol plane operations are conducted in it regularly without incident.

As for the Navy planes you mention, here's what historical records indicate: Five TBM Avenger aircraft under the command of Lieutenant Charles C. Taylor, USNR, departed NAS Fort Lauderdale, Fla., on 5 Dec 1945, on a navigational and bombing training flight. The aircraft carried a total of 14 men.

The aircraft were last heard from at approximately 1600 on 5 December, in the vicinity of the Florida Keys.

A PBM Mariner was dispatched from the Naval Air Station at Banana River at about 1700 to search for the missing aircraft. This plane, with its 13 men, never returned.

An extensive search by surface craft, including civilian vessels, and aircraft was made during the period 6 to 10 December, but nothing was found. The search area was adjacent to 28 degrees, 59 minutes north latitude, and 80 degrees, 25 minutes west longitude. The search was one of the most thorough and extensive ever instigated.

The cause of the accident remains unknown. The Navy considers the case closed.—Ed.

### Warrant Officer Selection

SIR: What procedures are followed in the selection of candidates for warrant officer? Does an applicant have to pass the Officer Selection Battery Test before he can be considered?—G. M. J., YNC, USN.

• To be eligible for consideration under the Regular Navy Warrant Officer Program, a candidate must participate in the Officer Selection Battery examination administered in the year in which application for the program is submitted. No passed or failed mark is

assigned, but the score an individual attains is one of the many criteria applied to the selection process.

In order to ensure that all eligible applicants receive fair and impartial consideration, SecNav convenes selection boards comprised of experienced naval officers to recommend those individuals who are considered best qualified for the limited number of appointments that can be made.

The deliberations of the board are in closed session. Therefore, it is not possible to provide specific reasons for the selection or nonselection of any individual. Some of the factors considered by the board are the candidates' experience, demonstrated performance, training, education, leadership ability and, of course, the score attained on the Officer Selection Battery examination.

Take a look at the March 1968 issue of ALL HANDS. On page 32 begins the most up-to-date information available on what's new with warrants and LDOs. Perhaps you'll find answers to a couple of questions you didn't ask.—Ed.

### Gold Lace Again

SIR: I have been told by otherwise reliable persons that a Naval Reservist with no bad conduct marks was eligible to wear gold hashmarks. In my case, I rate six hashmarks, all Reserve, covering a period through World War II and the Korean conflict. Should I start spinning gold thread?—J. L. B., PCCS, USNR-R.

• Unless those Reserve years included 12 years' continuous active duty, you can save your straw. You are not eligible.

There seems to be a great deal of misunderstanding concerning gold lace. Why this should be is not clear. Anyway, here's the skinny.

To rate the gold lace service stripes and gold rating badge one must have 12 years' continuous active duty (that's full-time duty, as you know) in the Navy/Naval Reserve, and be eligible for successive Navy Good Conduct Medals during that time.

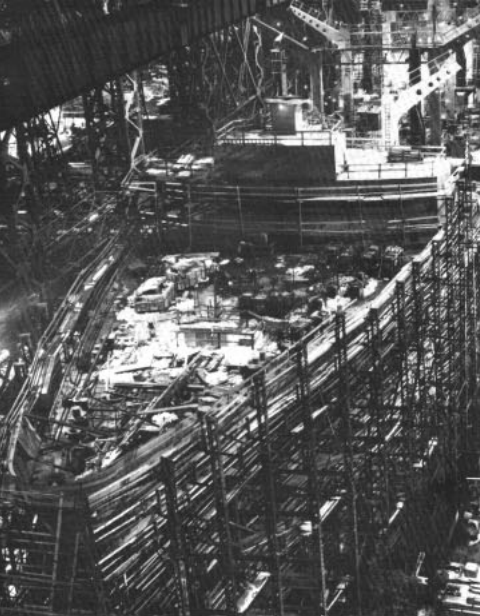
Once you have earned the right to wear gold, you keep that right throughout your service (active or inactive) unless you foul up some time later. If you fail to earn the Good Conduct Medal during some period after sewing on gold, you must then sew on red.

Keep in mind that the Navy places great stock in continuous good conduct while on active duty. For personnel on active duty good conduct is rewarded with the Good Conduct Medal. Reservists on inactive duty are rewarded with the Naval Reserve Meritorious Service Ribbon.

Again, 12 years of continuous active service with good conduct earns a Navyman the right to wear gold hashmarks and rating badge. Nothing else does.—Ed.

### OFF VIETNAM coast Tripoli delivers amphibious assault troops by chopper.





**FIRST OF CLASS**—The replenishment oiler *Wichita* (AOR 1) is the first of a new class of ships which will supply destroyers and various small ships in one replenishment.

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, *ALL HANDS* Magazine, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- *uss Archerfish* (SS 311)—Will hold a reunion July 4, 5, 6, and 7 at New London, Conn. For more details, contact Dusty Lighter, P. O. Box 72, Gales Ferry, Conn. 06335.

- *uss Swanson* (DD 443)—A reunion will be held in New York City July 26, 27 and 28. For additional information contact Milburn R. Miller, 134 North Walnut St., Boyertown, Pa. 19512.

- *uss Pennsylvania* (BB 38)—The fifth reunion will be held at 4100 E. Willow Ave., Long Beach, Calif. For further information, contact Phil Turbitt, 154 W. Zane St., Long Beach, Calif. 90805.

- *uss Louisville* (CA 28)—Will hold a reunion July 19 and 20 at the Sherman House, Chicago, Ill. Contact S. D. Martinson, 3238 N. Schultz Drive, Lansing, Ill. 60438.

- *uss Quincy* (CA 39)—Members who served aboard this ship will hold their 11th reunion on 7, 8, 9 June at the Marriott Motel, Saddle Brook, N. J. Write Ed Moore, 173 Carlton Terrace, Teaneck, N. J. 07666, for details.

- *League of Naval Destroyermen*—Will hold its second reunion 8 through 11 August in Chicago. Contact R. H.

Carlson, P. O. Box 238, Wapping, Conn. 06087.

- *uss Williamsburg* (AGC 369)—Will hold a reunion October 18, 19 and 20 at Washington, D. C. For information, write to A. J. Ritter, 4020 Brooks Drive, Apt 217, Suitland, Md. 20028.

- *82nd Seabees*—The 26th reunion will be held in the Sheraton-Biltmore Hotel in Providence, R. I., September 20, 21 and 22. Contact James Greenwood, 995 Emerson Drive, Dunedin, Fla. 33528.

- *30th NCB*—Will hold a reunion May 30 through June 2 at the Jefferson Hotel, Atlantic City, N. J. Contact Frank Sims, Jr., 10 Dartmouth Ave., Somerdale, N. J. 08083.

- *uss Pinkney* (APH 2)—Anyone who served aboard this ship during 1942-44 and who is interested in a reunion, contact Alex O'Hara, P. O. Box 456, Toledo, Ore. 97391.

- *VT 81 (uss Wasp CV 18)*—The 25th anniversary reunion is planned for some time this summer. Contact Richard A. Loso, 44 Velvet St., Bridgeport, Conn. 06610 for details.

- *uss Bunker Hill* (CV 17)—All former shipmates who wish to attend the third annual reunion, to be held in Chicago June 28, 29 and 30, please contact Daniel N. LoRusso, 118 Bowdoin St., Medford, Mass. 02155.

- *uss Natoma Bay* (CVE 62)—The association of the men of *Natoma Bay* and the squadrons attached (VC 9, VC 63 and VC 81), will hold a reunion at the Riviera Hotel, Las Vegas, Nev., on 20 through 22 September. Write to Robert B. Wall, 1601 N. Johnson St., Arlington, Va. 22201.

- *DesRon 48*—Will meet August 8 through 11 at Kewanee, Ill. The squadron includes the following ships: *uss Walker* (DD 517), *Hale* (DD 642), *Kidd* (DD 661), *Abbot* (DD 629), *Stembel* (DD 644), *Black* (DD 666), *Erben* (DD 631), *Bullard* (DD 660) and *Chauncey* (DD 667). Write to Harrold F. Monning, 310 East 8th St., Kewanee, Ill. 61443.

- *29th Seabees*—The 23rd annual reunion will be held August 15 through 18 at the Essex Inn, Chicago. Contact W. P. Mast, 1319 N. Randall Road, Aurora, Ill. 60506.

- *uss New York* (BB 34)—All those who served in this ship between 1914 and 1945 and are interested in a reunion, contact W. P. Cheatham, Route 4, Box 138, Rocky Mount, Va. 24151.

- *uss Reid* (DD 369)—A reunion at Tulsa, Okla., July 19, 20 and 21 is planned for all men who served on this ship. Contact H. M. Blackwell, Jr., 746 East Virgin Place, Tulsa, Okla. 74115.



**OBSERVING OPERATIONS**—Admiral John J. Hyland, (right), Commander in Chief, U. S. Pacific Fleet, observes operations of Navy units in the South China Sea from the bridge of *uss Newport News* (CA 148). ADM Hyland was aboard the heavy cruiser during tour of ships off Vietnam coast. With ADM Hyland are Vice Admiral William F. Bringle, (left), Commander Seventh Fleet, and Rear Admiral Sheldon H. Kinney, Commander Cruiser-Destroyer Flotilla Eleven. Rear Admiral Kinney also commands the 65-ship cruiser-destroyer group of the Seventh Fleet.





**TRAVEL AND TALK**—Master Chief Petty Officer of the Navy Delbert Black, GMCM, visits the South Pole and (right) talks with crewmembers of USS Bon Homme Richard (CVA 31). These discussions help keep MCPON informed.

### Follow the Book and You Won't Be Far Wrong

SIR: According to *Naval Orientation*, the only time it is considered correct to address a lieutenant commander as "Commander" is when you do not know his name. However, the *Correspondence Manual* states that the salutation in a letter to a lieutenant commander may be "Commander."

Has *Naval Orientation* since changed its orientation?—R. Z. W., LT, USN.

• Many changes may be found in each new edition of *Naval Orientation*, but the section to which you refer, "Forms of Address and Introduction," has changed hardly a jot or tittle for many years.

Both your references are correct. The seeming discrepancies arise from the fact that *Naval Orientation* refers to a social situation; the *Correspondence Manual*, as you say, to the salutation in a letter. In other words, to quote the authority to whom we referred the problem: "The seeming disparity arises from the rules of etiquette involved in

the difference between the written and spoken word."

We can do no better than continue to quote:

"(Naval Orientation) further states that if the surname is known, an officer in that grade should be introduced as 'Lieutenant Commander Smith' and thereafter addressed or referred to, orally, as 'Mr. Smith.'

"I see no reason why written and oral address must necessarily be identical—they have not been so, traditionally.

"In implementing recommendation number 60d of the SecNav Task Force on Retention, it was not the intent of the recommendation (nor of BuPers Notice 1000 of 21 Jun 1966, which implemented it) that the forms of oral and written address for enlisted personnel be identical. The implementation provided for specific differences between the oral and written form of address.

"In summary, I would suggest that

*Naval Orientation* be the guide in the usage of oral address; that the *Correspondence Manual* be the guide in written address."

So much for *Naval Orientation*. We then passed your question on to the people responsible for the *Correspondence Manual*. This is what the Administrative Management Division, Administrative Office, has to say:

Before the current Navy Correspondence Manual was issued, the oral and written practices were the same. It was at the request of the Assistant Vice Chief of Naval Operations/Director of Naval Administration that the present requirement was added to the correspondence manual. The wording requested is quoted below:

"Rank should be used in the salutations for all officers, instead of using 'Mr.' for lieutenant commanders and below.

"The salutations for Navy personnel should be listed as shown below:—Lt.

The forms of salutation applicable to enlisted personnel were presented in the November 1966 issue of ALL HANDS.—Ed.

#### Salutations in Navy Correspondence

Commander and lieutenant commander  
Lieutenant and lieutenant junior grade  
Ensign  
Chief warrant officer and warrant officer  
Chief petty officer

Petty officer first class, petty officer second class, and petty officer third class

Seaman, seaman apprentice, and seaman recruit

Fireman, fireman apprentice, and fireman recruit

Airman, airman apprentice, and airman recruit

Constructionman, constructionman apprentice, constructionman recruit

Hospitalman, hospitalman apprentice, hospitalman recruit

Dentalman, dentalman apprentice, dentalman recruit

Stewardman, stewardman apprentice, stewardman recruit

Dear Commander (surname)

" Lieutenant (surname)

" Ensign (surname)

" Mr. (surname)

" Chief Petty Officer (surname)

" Petty Officer (surname)

" Seaman (surname)

" Fireman (surname)

" Airman (surname)

" Constructionman (surname)

" Hospitalman (surname)

" Dentalman (surname)

" Stewardman (surname)"

#### "Flying Radioman" Duty

SIR: I understand the Navy is or was looking for volunteers for "flying radioman" duty. I'm interested, but haven't been able to determine just how and to whom I should apply. Can you give me a lead?—J. P. E., RMSN, USN.

• The Atlantic Fleet has considered requests by RMs who volunteer for aviation duty with certain patrol (VP) squadrons. You can find out where you stand as a prospective "flying radioman" by submitting a request for such duty, through channels, to: Commander, Naval Air Force, U. S. Atlantic Fleet, NAS Norfolk, Va. 23511.—Ed.

## Gold Hashmark Club

SIR: Just about everybody concerned thought a Gold Hashmark Club for our base was a fine idea, but now that we have one, we're not sure what to do next.

Our club's officers, myself included, have had no previous experience in organizing a club of this nature. We know of no directives upon which to draw for guidance, and we do not have access to bylaws of other Gold Hashmark clubs.

Before we start drawing up a list of club benefits to present to our commanding officer for approval, we'd like some idea of how far we can go. Any suggestions?—J. L. J., YN1, USN.

● *Go to the head of the mess line. Wear civvies in the mess hall on weekends. Avail yourselves of certain barber shop privileges.*

These are some of the benefits enjoyed by Gold Hashmark club members at other commands. Depending on the situation at your command, they may or may not be appropriate.

In other words, there are no Navy-wide procedures for establishment or administration of Gold Hashmark clubs. There is no set list of benefits that anyone who belongs to such a club might enjoy. It's up to your club membership and your commanding officer to decide how the program is best tailored to meet local circumstances.

Your list of club privileges should be reasonable and appropriate. For example, a two-hour work week for Gold Hashmark club members would probably sound unreasonable to your CO who, if he's like others we know, believes in a day's work for a day's pay. Head-of-the-line chow privileges he might go along with.

Make your club official. The Naval Training Center at Bainbridge, Md., did this by issuing a neat, self-explanatory, one-page instruction, signed by the NTC Commander, which states, in part:

"1. Purpose. To promulgate special privileges established as recognition for petty officers of this command entitled to wear gold lace service stripes and rating badges.

"2. Background. The career Navyman who maintains good conduct for a period of 12 consecutive years is permitted to wear gold lace service stripes and rating badge as an easily recognizable symbol that he has steadily and diligently pursued his career without receiving disciplinary action. It is felt that further recognition of the value of this type of career man is warranted, and that certain special privileges should be extended within this command.

"3. Privileges. The following privileges are hereby established . . .

"a. Head of the line in Mess Hall: Currently extended to all PO1s, this



**SAILING SERVICE**—Repair ship USS Vulcan (AR 5) sails through calm waters. Vulcan is serving as flagship for Commander Service Force, U. S. Atlantic Fleet.

privilege is extended to all holders of Gold 'H' cards.

"b. Civilian clothing may be worn in the Mess Hall, on weekends, by Gold 'H' card holders.

"c. Open Gangway: Automobiles bearing the Gold 'H' decal shall be permitted to pass through Center gates without the occupant showing identification. However, if security circumstances dictate that identification is necessary, it will be produced immediately as requested.

"d. Barber Shop: One chair shall be set aside at the enlisted barber shop for Gold 'H' card holders, in uniform, Monday through Friday.

"e. No privilege authorized by this Instruction shall be construed by any Gold 'H' card holder to mean that he will be allowed to supplant the privileges accorded senior petty officers.

"4. Action. Addressees will ensure that all qualified petty officers attached . . . are presented with the Gold 'H' card and bumper decal . . ."

While we're on the subject, Master Chief Petty Officer of the Navy Delbert D. Black has commented that his office has received suggestions calling for Navy-wide formation of Gold Hashmark clubs. The MCPON checked with various sections in BuPers, and found consensus that for now, anyway, such clubs would be more effective and have more prestige if handled at the command level, tailored to local circumstances. Good luck with yours.—Ed.

### About That "Copy To" Line . . .

SIR: I think an interpretation of the rule is in order with regard to the distribution of enclosures to the "Copy to" addressees, as quoted in the Correspondence Manual. To wit:

"In order to provide a complete information copy to "Copy to" addressees, enclosures listed in the heading (of a letter) will be furnished to each, unless the addressee is known to be a holder of the enclosure, or when furnishing a copy is not practicable.

"For the latter, the notation 'without enclosure' or its abbreviation 'w/o encl,' and the number assigned to the enclosure in the heading entry are shown in parentheses immediately following the title of the 'Copy to' addressee."

This seems clear enough, yet I continue to receive letters without the listed enclosures attached, or with the notation "w/o encl" typed adjacent to our activity's "Copy to" title. I also receive letters which have enclosures attached, and with the notation "w/encl" immediately following the title.

Presumably only one can be correct. Which one?—L. S., YN1, USN.

● The problem may stem from an administrative change which took place when SecNav Inst 5216.5A of 20 Jan 1966 superseded SecNav Inst 5216.5 of 1 Nov 1955. (For the benefit of our non-yeoman friends, SecNav Inst 5216.5 series is, in reality, the Correspondence Manual).

The 1955 issue stated that, if enclosures were provided to "Copy to" addressees, it was to be so indicated after the "Copy to" information: "w/encl—."

However, the 1966 issue, currently in effect, says that, if the enclosures are not provided to "Copy to" addressees, then the notation "w/o encl—" should be indicated, following the short "Copy to" title.

Perhaps if a "Copy of" this explanation were sent to your friends who list you as "Copy to: w/encl—," the problem might be solved. We hope so.—Ed.

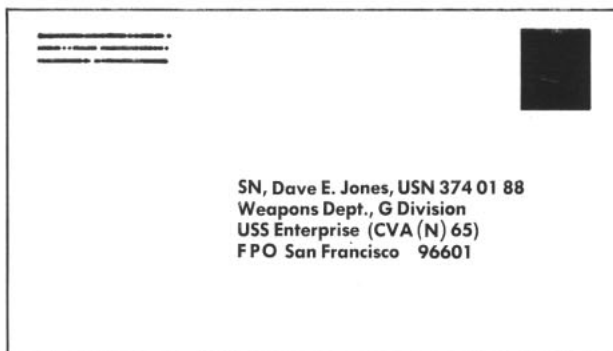
# MAIL for the MILITARY MAN

AMERICA'S SERVICEMEN RECEIVE THE BEST POSTAL SERVICE IN THE WORLD—WITH YOUR HELP

Navy men stationed in Southeast Asia, Europe and at other distant points will receive their mail faster if they inform their correspondents of the many new postal services for speeding letters, packages, books and other articles between the United States and overseas locations.

Here is a visual summary intended to point out the various methods by which mail travels fastest, how much it will cost, how it should be prepared for mailing and how it should be addressed. Check these methods so you can advise the folks back home. The first thing to remember concerning a proper address is that all mail sent through the armed forces post offices must include the full five-digit APO or FPO numbers.

Prepared by ALL HANDS Magazine



## ● PRIORITIES OF MAIL SENT TO AN APO OR FPO ADDRESS

All items marked **AIR MAIL** and bearing airmail postage receive first priority.

## ● Military official letters and parcels marked **FIRST CLASS, SPECIAL HANDLING** receive second priority.

## ● **SAM**—Space Available Mail receives third priority for air transportation. This includes:

✓ Personal first class letters, **FREE** mail from combat zones, sound recorded communications having the character of personal correspondence, packages weighing up to 5 lbs., and weekly (or more frequent) news publications destined for combat, hardship, isolated or combat support areas.

✓ Parcels must be marked **SAM**. They will be airlifted on a space available basis without requiring airmail postage.

## ● **PAL**—Packages sent by Parcel Airlift and marked **PAL** are also included in the Space Available category, and do not require airmail postage; however, the \$1 **PAL** fee must be paid to receive this service.

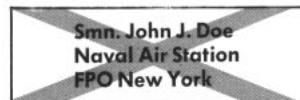
## ● All other mail is sent on the first available surface transportation.



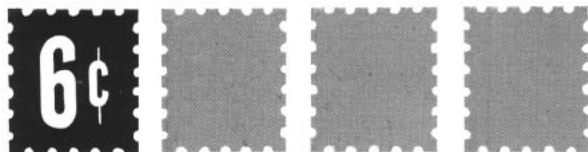
## CORRECTLY ADDRESSED MAIL

Correctly addressed mail can be quickly sorted for dispatch overseas.

**INCORRECTLY ADDRESSED MAIL** can't be delivered.



Letters and gift packages must be addressed to a specific serviceman. Those sent to general addresses such as **SERVICEMEN VIETNAM** will not be delivered.



## LETTERS SPEEDED BY AIRLIFTS

A 6-cent stamp provides airlift service overseas and in nearly all cases within the U.S.

First-class letters mailed from Chicago directly to Vietnam usually arrive within 5 to 7 days.

Airmail letters receive priority and are guaranteed the fastest service within the U.S. and overseas.



## NEWS MAGAZINES AND PAPERS

Those published at least once a week and featuring current news are now airlifted from the U.S. port to Vietnam and many other overseas areas designated as "hardship, isolated, or combat support" areas.

## NONMAILABLE MATTER

Some items cannot be mailed to military post offices. These include matches, lighter fluid, intoxicating liquors, magnetic materials and radioactive matter. If in doubt about the mailability of an article, ask your local postmaster.





**THREE SERVICES FOR SPEEDING PACKAGES TO OVERSEAS SERVICEMEN ARE PAL, AIR PARCEL POST AND SAM:**

**PAL**— Regular parcel post rate to the U. S. port plus a flat charge of \$1 for air service from your city to overseas addresses.

Packages up to 30 lbs. in weight and 60 inches in combined length and girth accepted.

**EXAMPLE:**

An Oklahoma City family can send a 15-lb. PAL package to a son in Vietnam for only \$3.35. The package should reach him in 5 to 7 days.



**SAM PACKAGES PAY ONLY**

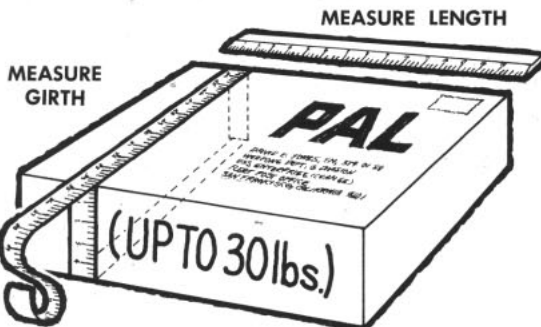
Parcel post rate to the U. S. port city.

They are carried by rail or truck to port city, then airlifted overseas as Space Available Mail (SAM).

Parcels up to 5 lbs. in weight and 60 inches in combined length and girth accepted.

**EXAMPLE:**

A 3-lb. SAM package mailed from Kansas City to a serviceman in Europe requires only \$.85 in postage. Delivery can be expected in 10 to 15 days. Delivery to ships operating at sea may take an additional 1 to 14 days.



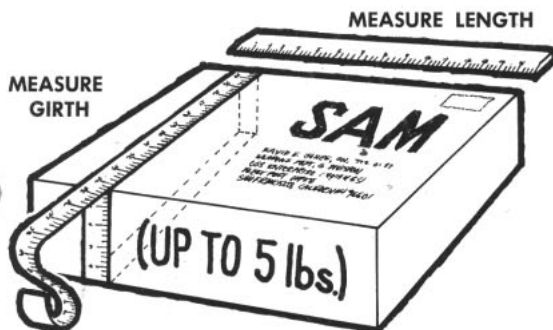
Length + Girth = 60 inches (max.)

**FOR SMALL PACKAGES CONSIDER AIR PARCEL POST**

On packages weighing 2 lbs. or under, Air Parcel Post costs even less than PAL.

**EXAMPLE:**

An Air Parcel Post package weighing 1 lb., 14 oz., mailed from Phoenix, Ariz., to sailor in Mediterranean costs only \$1.68.



**SOME PAL AND SAM RATES ARE EVEN LOWER**

Books, phonograph records and other items are entitled to special 4th class rates.

Package of books weighing 3 pounds—labeled SAM—requires just 24 cents postage from any city in the U. S.

For the faster PAL service—airlifted all the way—the postage for three pounds of books would be 24 cents plus \$1 PAL fee—for a total charge of \$1.24.

On packages weighing more than 5 pounds and not exceeding 30 pounds, families

mailing books overseas should use PAL for low-cost airlift service.

**SOUND RECORDED PERSONAL MESSAGES ALSO ARE AIRLIFTED...**

Tapes and discs with personal messages can be mailed at the rate of 6 cents for the first two ounces and two cents for each additional ounce.

A plastic tape carrying messages from a serviceman's family and friends in Chicago might weigh only two ounces—requiring six cents postage. It could reach the serviceman in Vietnam within 5 to 7 days.

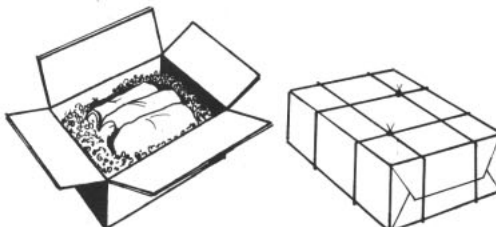


Cushion your gifts in boxes of solid fiberboard, metal or wood.

Place serviceman's name, address and list of contents inside package.

On shipments to American servicemen stationed abroad, many foreign countries require customs declarations. They are not required to Vietnam. When in doubt, check with your postmaster.

**THE VALUE OF YOUR GIFT IS IN THE PACKING**



It is best to omit outside wrappers if the box makes an adequate shipping container.

If wrapping is needed, use a heavy Kraft paper similar to that used for grocery bags.

Be sure to include the full five-digit Armed Forces Post Office number with serviceman's address.

A return address is required on all packages.

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**WHAT'S A TWR?**—This is a TWR, Torpedo Weapons Retriever. TWR 2 is one of five such craft saving Navy money and time recovering practice torpedoes.

## Sea-going TWR

Ever hear of a TWR? It stands for Torpedo Weapons Retriever. The Navy has four of them.

TWR 2 is the second of its type built for the Navy. She was launched at Tacoma, Wash., in June 1965 and brought to Charleston, S. C., via the Panama Canal, arriving in September when she became a unit of Submarine Squadron Four.

She became fully operational in January 1966 and, through Novem-

ber 1967, had recovered 400 exercise torpedoes and performed numerous other secondary missions.

Four hundred torpedoes represent over \$15 million in total value; but more important is the operating time gained for the submarines by not having to recover their own torpedoes.

Operating in rough Atlantic waters at distances averaging 100 miles from shore, the TWR differs from its predecessors, the 63-foot AVR and the 72-foot TRB. One hundred

and two feet in length, with a 21-foot beam, a high freeboard, and many other carefully designed sea-keeping qualities, she can remain at sea for periods up to five days, or steam 2000 nautical miles without refueling.

TWR 2 can accommodate up to 18 torpedoes with little change in speed or stability. Powered by four high-speed diesels, she can develop 2400 shaft horsepower and attain a top speed of 18 knots, with a normal cruising speed of 15 knots.

Manned by a crew of 14 enlisted men, she is skippered by a chief quartermaster with a first class boatswain's mate as his assistant.

## Action on the Canal

"From where I was standing, I could see the VC firing from spider holes and trees less than 100 feet from where we beached. The troops couldn't see them because they were running up the ramp. I stood up with my bullhorn and started yelling at them to keep down, trying to tell them where Charlie was. All of a sudden I felt like somebody had hit me in the back with a baseball bat, and I was thrown to my knees."

Boatswain's Mate First Class R. D. Sullivan shifted uncomfortably as he spoke. In the pale blue pajamas of the Navy sick bay, he looked strangely out of place. He had the tanned, weatherbeaten face of an outdoorsman, and he was obviously uncomfortable in his confinement.

Sullivan, the captain of a Navy armored troop carrier attached to River Assault Flotilla One in Vietnam's Mekong Delta, was describing the battle which had landed him in the hospital.

His boat, in company with six other assault craft, had navigated the Rach Cai Cam Canal near Vinh Long. They had been called into the area as a reaction and reinforcement force following heavy enemy contact by other Mobile Riverine Force units in the area.

"The canal was only about 100 feet wide," Sullivan recalled. "We were under fire as we approached

## This Is A Good Suggestion

*Lieutenant Don Frost of Pacific Fleet Activities supply department received proof that the Navy's Beneficial Suggestion Program does pay. His suggestion that chilled and frozen produce be shipped to Sasebo directly from Oakland, rather than from the Army depot in Yokahama won him a check for \$1265.*

*Estimated yearly savings to the Navy would be about \$114,800. Implementation of the suggestion will reduce the flow of gold, improve utilization of shipping to Sasebo, reduce inland transportation costs and will supply Sasebo with better quality fresh produce.*



the beach, but that was nothing compared to what we were in for."

His boat, armored troop carrier 111-10, was carrying a platoon of infantrymen of the Second Brigade, Ninth Infantry Division, the ground unit of the Mobile Riverine Force. The battle in which they were engaged was one of many in Operation Coronado X, a campaign designed to free the Delta area south of Saigon from the Viet Cong. As the boats moved down the narrow canal, it became obvious that the VC were lying in ambush.

Sullivan shook his head. "They were waiting for us, closer to the beach than we expected. We beached the boat under fire from both banks. I was standing between the two .50-caliber machine gun mounts high above everyone else. The Army was running up the ramp into the fire and couldn't see what I could. While I was yelling at them, a rifle grenade bounced off the mount right behind me and detonated."

As captain of the 56-foot converted landing craft, Sullivan's duty station is above the conning station. Wearing battle gear, protective body armor and a helmet, he is able to direct his boat's activities while commanding an unobstructed view of the surrounding area.

"My flak jacket and helmet saved my life," the 43-year-old Navy veteran said. "As it was, I was able to walk below after I told the kids I was hit. They put battle dressings on me and took me to a medical aid boat. In 10 minutes I was on a heli-

copter and on the way back to the base."

Sullivan moved stiffly as he talked, turning his whole body to glance at people who walked by. He was still heavily bandaged and doctors had not yet released him for duty.

Although he referred to his crewmen as kids, he didn't describe them as such. "They did well. They learned fast, under fire. They didn't make any mistakes."

As his CO pinned a Purple Heart Medal on his pajamas, Sullivan seemed even more out of place. He had one last comment on the situation. "I just want to get out of here and back to my boat."

### Never a Dull Moment

Some homes are quiet places; others are lively places, bursting with activity. Ronnie K. Polston, Aviation Storekeeper Second Class, and his wife Dorothy have always had one of the latter.

Since 1962 the Polstons have welcomed 21 foster children into their home.

Now stationed with Patrol Squadron 22, Ronnie married Dorothy in 1955. By the time 1962 rolled around, they had four children of their own and were ready to embark on their longstanding dream—providing a home for children awaiting adoption.

At that time, they rented a large house in Corpus Christi, Tex., and contacted officials of the foster parents program. After completing many forms, interviews and physical

exams, they were accepted as foster parents.

Then began the parade of children. Some stayed for short periods, some longer; one remained for over a year.

Many times there was only one additional child, but at one time, the Polstons' was home to five foster children.

In 1965, Ronnie received orders to USS *Maury* (AGS 16), then operating off Vietnam. This could have meant a break in their program, but Dorothy kept their Corpus Christi home lively with their own and foster children.

In 1966, they were stationed in Hawaii with their family. Four children were theirs, and one was a foster child they were in the process of adopting.

Since then, Ronnie and Dorothy have completed adoption procedures and have continued with their work as foster parents.

"There has been a great need for foster parents almost everywhere I've been stationed," says Ronnie.

The Polstons enjoy filling that need.

### Replenishes Ship and Crew

The first of a new class of one-stop supply ships—the replenishment oiler *Wichita* (AOR 1)—has been launched at Quincy, Mass.

With a sustained speed of 20 knots, the AOR is meant eventually to replace our older and slower oilers. But that's not all. In addition to her capability as an oiler, *Wichita* will carry about 750 tons of refrig-

**TRAINING TROUBLESHOOTERS**—A P3V instrument panel controls a T-56 engine trainer in the classroom. Rt: ADJ students watch the engine reactions to the various controls and thereby better understand engine principles.





erated and dry provisions, consumables and ammunition, including torpedoes and missiles.

This will enable *Wichita* to handle destroyers and other small ships in one replenishment.

*Wichita's* modern transfer-at-sea techniques will include helicopters operating from a landing platform on her stern.

She will displace 37,360 tons when fully loaded.

Construction of *Milwaukee* (AOR 2) is now in progress.

### A Most Beautiful Sight

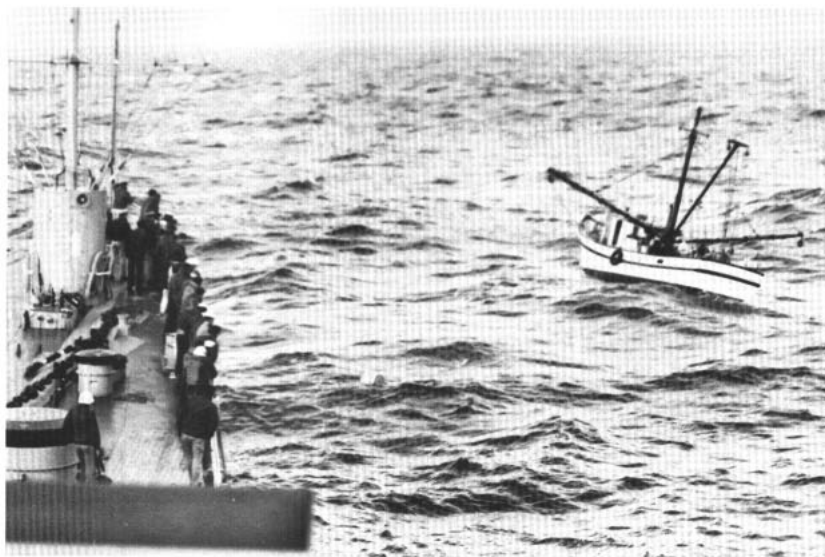
An urgent radio message from the Liberian oil tanker ss *Pegasos* announced that she had lost all power and was floundering helplessly in heavy seas about 250 miles east of Cape Hatteras, N. C.

The antisubmarine warfare carrier *Wasp* (CVS 18), on routine maneuvers 80 miles to the south, heard the SOS and quickly dispatched three SH-3A *Sea King* helicopters to the scene.

*Wasp* also sent an E1-B *Tracer* to guide the helicopters to and from the tanker.

When the three choppers arrived over *Pegasos*, the tanker's decks were awash and black oil was streaming from the cracks in her hull. Three merchant ships also had answered the distress call and were standing by. One, ss *Franconia* from Liverpool, England, had rescued 19 *Pegasos* crewmen with her motor

**TROUBLED TANKER**—Helicopter from *USS Wasp* (CVS 18) hoists crewmember of disabled tanker SS *Pegasos* during rescue in heavy Atlantic seas.



**FISHERMAN'S FRIEND**—*USS Springfield* (CLG 7) delivers water pump by shot-line to fishing trawler in trouble in heavy seas off the coast of Georgia.

whaleboat but was unable to continue the rescue operation because of the heavy seas.

Two of the Navy helos flew low and began removing the rest of the crew. One picked up eight *Pegasos* crewmen and flew them to *Franconia*, while six more men were hoisted away by the second chopper.

The captain of the ship and several crewmen elected to stay aboard to protect the ship's salvage rights and await the arrival next day of civilian tugs.

The helos then returned to *Wasp* and the carrier continued on her way.

### Swift Swift Saves Angel

"The helo just kept falling. We knew it was going to crash any second," said Lieutenant (jg) Charles W. Johns.

LTJG Johns, the skipper of PCF 78, was heading north to his patrol station along the demilitarized zone when it happened.

"We were only about 10 miles out of Da Nang when we spotted this Army helicopter losing altitude rapidly. The helo looked as if it were trying to make it to the beach, but it was coming down much too fast."

The *Swift* boat sped after the copter.

"We were right on top of it when it finally hit the water," said Radarman Second Class Russell R. Shaw. "We started hauling them out immediately."

In less than eight minutes, all seven of the helo's crew were safely on board the *Swift* boat.

"One man, the pilot, couldn't swim," said LTJG Johns, who had been in Vietnam only two months and had already put his *Swift* through two firefights with the Viet Cong. "He kept himself afloat with his helmet until we could get to him."

A few minutes later, the *Swift* was back in Da Nang. An awaiting ambulance took the helicopter crew to the hospital at the Naval Support Activity, where they were examined and released.

One of the helo's crewmen later volunteered a description of the *Swift* boat: "I've never seen a prettier sight."

—Dave Hough, JO3, USN.

### FIVE Serves Its Purpose

The more than 30 ships of Pearl Harbor's Service Squadron Five have a big job to do. Theirs is the responsibility for salvage, towing, and supplying aviation fuel and oil to the Fleet and to the I Corps Area in Vietnam.

The vessels belonging to COMSERVRON Five include seven salvage ships, four Fleet oilers, six gasoline tankers, five survey ships, plus nine Fleet ocean tugs and one smaller auxiliary tug.

In addition, the squadron has one shore unit—Mobile Technical Unit One (MOTU 1).

Salvage is one of COMSERVRON

## TODAY'S NAVY

Five's biggest jobs and the responsibility is discharged by the squadron's seven salvage ships and 10 tugs.

When either a civilian or a military vessel runs afoul of a reef or strikes a mine off Vietnam, it is frequently COMSERVRON Five's job to refloat the vessel and, if need be, tow it to a repair facility.

The towing jobs, of course, are done by the squadron's Fleet and auxiliary tugs which, beyond doubt, have the necessary muscle for the job. They are capable of towing an aircraft carrier about 2000 miles without a stop.

COMSERVRON Five's six gasoline tankers supply Air Force and Marine detachments and airfields in Vietnam with a prodigious amount of aviation gasoline, jet fuel and diesel oil.

One squadron ship, *uss Kishwaukee* (AOG 9), was a pioneer in using the refueling method which is now commonplace offshore the I Corps Zone.

The method employs a four-inch rubber hose which is floated on the water between the shore depot and the tanker which remains about 2000 yards offshore. Because of its distance from enemy fire, the tanker can work comparatively free from harassment.

The squadron's four oilers also keep aircraft carriers and gunfire support ships on the line and the floating gas stations double as mail carriers and also transfer movies, provisions and even ammunition.

The squadron's most sophisticated vessels are its five survey ships which chart the Pacific Ocean floor.

Two of the survey ships, *uss Maury* (AGS 16) and *uss Serrano* (AGS 24) covered 28,000 miles last year and produced 14 hydrographic field charts.

Although ships are the squadron's backbone, its shore installation is also an indispensable link in the service chain. Whenever a ship has problems beyond the competence of its crew, a Mobile Technical Unit One specialist is dispatched to the ailing vessel to provide the necessary technical knowledge.

Fleet and Force ships also, of course, leave equipment to be repaired at the Unit's Pearl Harbor Headquarters and sometimes they themselves remain. Auxiliary Repair Drydock 30, located at Pearl Harbor's submarine base, usually has an



**MED MUSIC MEN**—It's request time aboard *USS Franklin D. Roosevelt* (CVA 42) with the Sixth Fleet and WFDR disc jockeys man turntables and phones.

occupant—either a submarine or one of the smaller Fleet ships.

The Navymen of Service Squadron Five would be the last to claim theirs is a glamorous job or even an exciting one. Nevertheless, they and the Navy know that, if the squadron suddenly disappeared, a considerable portion of the Navy would come to a halt until a replacement could be found.

—John Keahey, JO3, USNR.

### *Name It, and We'll Play It*

Music plays a big part in the lives of the crew on board the attack aircraft carrier *uss Franklin D. Roosevelt* (CVA 42) operating in the Mediterranean.

Like all ships, *FDR* carries men with different tastes in music. Satisfying such a varied musical appetite is a tall order. However, WFDR, *Roosevelt's* radio station, fills the air with the sound of music 24 hours a day from the studio's record library of more than 7500 rec-

ords, plus a selection of recorded tapes, courtesy of the Armed Forces Radio and Television Service.

Even the most selective music buff on board is bound to hear his favorite tune at some time during a typical broadcast day, be it rock and roll, soul, progressive jazz, country and western, classical, or that broad category of pop.

The radio staff is comprised of six disc jockeys. Each bringing to his program his own style.

Occasionally, two DJs team up to do a two-man show which usually becomes an all-in-fun show where barbs fly faster than music. Sometimes they do a show called "Don't Call Us, We'll Call You." It's been described as a type of request show in reverse. For instance, while the records are turning, the DJs go through the phone book, select a number and spin the dial. Whoever answers may make a request.

What's your pleasure?

—Joe Sarver, JOC, USN.

### **USS Truxtun, Second Nuclear Frigate**

Recently you have probably read in the newspapers about the nation's second nuclear powered guided missile frigate *uss Truxtun* (DLGN 35). She was commissioned last May at Camden, N. J.

The new frigate is the fifth U. S. Navy ship to bear the name of Commodore Truxtun, the first commanding officer of the frigate *Constellation*.

*Truxtun* has a combined capability for anti-air and antisubmarine warfare. She is armed with one twin *Terrier* surface-to-air missile

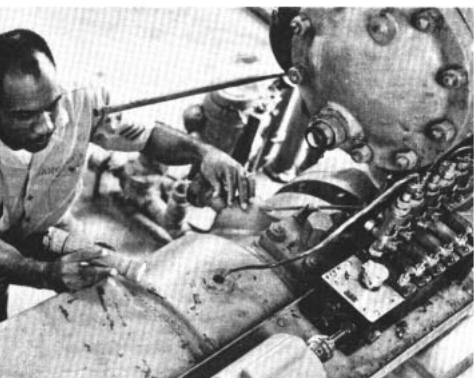
launcher, one 5-inch/54-caliber and two 3-inch/50-caliber gun mounts. She also is equipped with a bow mounted long range sonar, anti-submarine rockets (*Asroc*), and the Navy Tactical Data System.

*Truxtun* is the fourth nuclear surface ship built for the Navy.

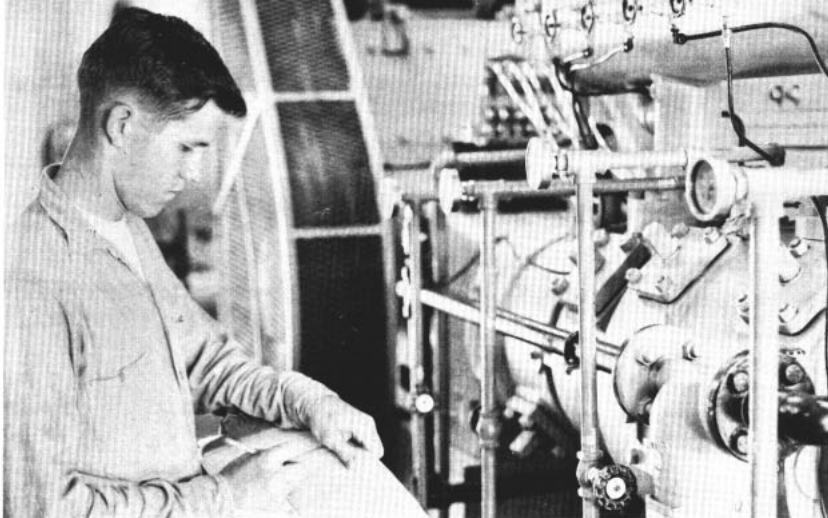
*Truxtun* has an over-all length of 564 feet, a beam of 58 feet, and is powered by two nuclear reactors. Her full-load displacement is approximately 9000 tons. Her keel was laid on 17 Jun 1963, and she was launched 19 Dec 1964.



**SAFETY GEAR**—Fire safety shower is checked by Jose Deguzman, USN.



**ON TOP**—Compressor valves are inspected by Willie Dangerfield, MM1, USN. Below: Dye test to check purity of oxygen is made by Jim Kangus.



**METER READING**—Jim Kangus, MMFN, logs readings on compressor gauges.

## Good Lox

Perhaps Navy pilots, doctors, firefighters and welders in Vietnam don't know it, but 19 men at Cubi Point, R. P., are very important to them.

The 19 work in Cubi's liquid oxygen (LOX) plant, compressing air, cooling and filtering it to produce 99.5 per cent pure oxygen or nitrogen.

In Vietnam, as elsewhere, oxygen is used by pilots at high altitudes, by doctors in hospitals and hospital ships, and by ship and aircraft welders—each in his own way.

The nitrogen produced at Cubi is used as a propellant in firefighting equipment, and for inflating aircraft tires and cleaning struts of combustible gases.

The liquid oxygen, of course, is the more important of the LOX plant's two products and the Cubi Point Naval Air Station maintains a reserve of about 2500 gallons.

One thousand gallons are stockpiled for the Seventh Fleet. Whenever a user's supply runs low, either in the Fleet or in Vietnam, Cubi's reserves are tapped.

Although technology has improved equipment, the technique of separating liquid oxygen from air was invented nearly a century ago. It wasn't developed for military and commercial use, however, until World War II when necessity, in this case, proved to be the mother of development rather than invention.

Oxygen was in great demand, particularly for ship repair at advance bases. Before the war, the product had always been shipped as gas in

cylinders but the demands of the war for oxygen forced the development of other shipping methods.

LOX provided the solution to the problem, since one liquid gallon of oxygen converts to 115 cubic feet of gas and a 500-gallon tank can fill 287 cylinders having a capacity under pressure of 200 cubic feet each.

The process used to produce LOX at Cubi Point is similar to that used nearly a century ago when oxygen was first liquefied. Air is compressed to a very high pressure, then cooled to a temperature approaching absolute zero (−459 degrees Fahrenheit).

At this temperature, the oxygen and nitrogen in the air liquefy and the carbon dioxide solidifies and is filtered out. Other gases, which have condensation points closer to absolute zero, are vented away. The nitrogen is then boiled off as a gas (nitrogen's boiling point is −321 degrees Fahrenheit), leaving the LOX 99.5 per cent pure.

The finished product is pumped into special portable tanks built on the same principle as a thermos bottle. In these tanks, the liquid oxygen can be stored, transported or dispensed in amounts as required.

A venerable adage tells us that we can't expect something for nothing. The men at Cubi Point's liquid oxygen plant bend the old saying a little and prove they can produce something from nothing—provided, of course, you consider thin air as being nothing.

—Story by

Kenneth B. Dalecki, JO3, USN.

—Photos by Richard Bell, PH3, USN.



## Welcome Aboard—

### New Chief of Naval Personnel

Vice Admiral Charles K. Duncan has assumed his duties as the new Chief of Naval Personnel. Vice Admiral Benedict J. Semmes, Jr., who completed his four-year tour as Bureau chief in April, has become Commander Second Fleet, the position held by Admiral Duncan before he received his Washington assignment.

Admiral Duncan is a graduate of the Naval Academy and the Armed Forces Staff College, and a recipient of the Legion of Merit which he received as Commander of the U. S. Atlantic Fleet Amphibious Force before he was assigned ComSecond Fleet.

After receiving his commission in 1933, Admiral Duncan reported aboard the cruiser *uss Salt Lake City* (CA 25) where he served until 1938 when he was assigned to the destroyer *uss Schenck* (DD 159). He served as flag lieutenant to Commander, Destroyers, Atlantic Fleet followed by duty as flag lieutenant to the Atlantic Fleet Service Force Commander.

As executive officer of the destroyer *uss Hutchins* (DD 476), he served both in Atlantic and Pacific operations early in World War II. He assumed his first command—the destroyer *uss Wilson* (DD 408)—in 1943 and directed her participation in Pacific action at Tarawa, Kwajalein, Saipan and Rabaul Islands. During this period, he received two Commendation Ribbons with Combat "V."

ADM Duncan's first shore duty assignment was in BuPers as Director of Naval Officer Procurement. He was a member of the Holloway Board which developed postwar officer education programs such as the NROTC as it is today.

Returning to sea, ADM Duncan served as the executive officer of the battleship *Wisconsin* (BB 64), then he attended the Armed Forces Staff College, after which he served on the staff of Commander in Chief, U. S. Atlantic Fleet.

In 1951, the Admiral led COMDESDIV 62 before he was assigned to the newly formed NATO staff under the Supreme Allied Commander Atlantic. He next served as the Admin-



VADM Benedict J.  
Semmes, Jr.  
Commander Second  
Fleet



VADM Charles K.  
Duncan  
Chief of Naval  
Personnel

istrative Aide to the Chief of Naval Personnel in 1953, and then assumed command of the transport *uss Chilton* (APA 38). His last assignment before his selection to flag rank was on the staff of the Commander in Chief, U. S. Pacific Fleet.

From the position as COMPHIBGROUP One, ADM Duncan became Commander of the PacFLT Amphibious Training Command, followed by a tour as Commander, Naval Base, Subic Bay, Republic of the Philippines. In 1962 he returned for another assignment in BuPers, this time as the Assistant Chief for Plans.

The admiral's next tour was as Commander of the Cruiser-Destroyer Force, Atlantic, before he became Commander of the Atlantic Amphibious Force and subsequently Commander of the Second Fleet.

Vice Admiral Benedict J. Semmes, Jr., USN, leaves for his new assignment as ComSecondFleet after four years as the Chief of Naval Personnel. His active duty has covered a span of some 30 years of service in all types of ships and challenging shore assignments.

As an ensign fresh out of the Naval Academy in 1934, his first assignment was in the battleship *uss Mississippi* (BB 41). He then had duty on the Staff of Commander, Battle Force, after which he served in the destroyer Navy, in *uss Claxton*

(DD 571) and *Badger* (DD 126).

In January 1940 he was assigned to the carrier *uss Wasp* (CV 7) and served on board her during the period of the struggle for Guadalcanal until she was lost after being hit by torpedoes from a Japanese submarine in the Solomons. Then, as Executive Officer of *uss Sigsbee* (DD 502), he saw service in raids on Marcus and Wake Islands and in the assault of Tarawa.

In mid-1944, he took command of *uss Picking* (DD 685). In that command he was awarded the Navy Cross and the Bronze Star with Combat "V" for heroism in combat.

Post World War II sea duty included command of the destroyer *uss Ault* (DD 698); Destroyer Division 302 in the Western Pacific during Korean hostilities; Chief of Staff, Destroyers, Atlantic; *uss Shenandoah* (AD 26); and Destroyer Flotilla THREE.

Shore assignments for Vice Admiral Semmes have included duty on the Staff of Commander Gulf Sea Frontier, the Staff of the Commander, U. S. Naval Forces, Germany, and several tours in the Bureau of Naval Personnel in Washington, D. C. He graduated from the National War College in 1958.

After serving as Commander, Middle East Force in the Indian Ocean/Persian Gulf Area, in August 1963 he became Commander Cruiser Destroyer Force, Atlantic Fleet. On 1 Apr 1964 he became Chief of Naval Personnel and Deputy Chief of Naval Operations (Manpower and Naval Reserve).

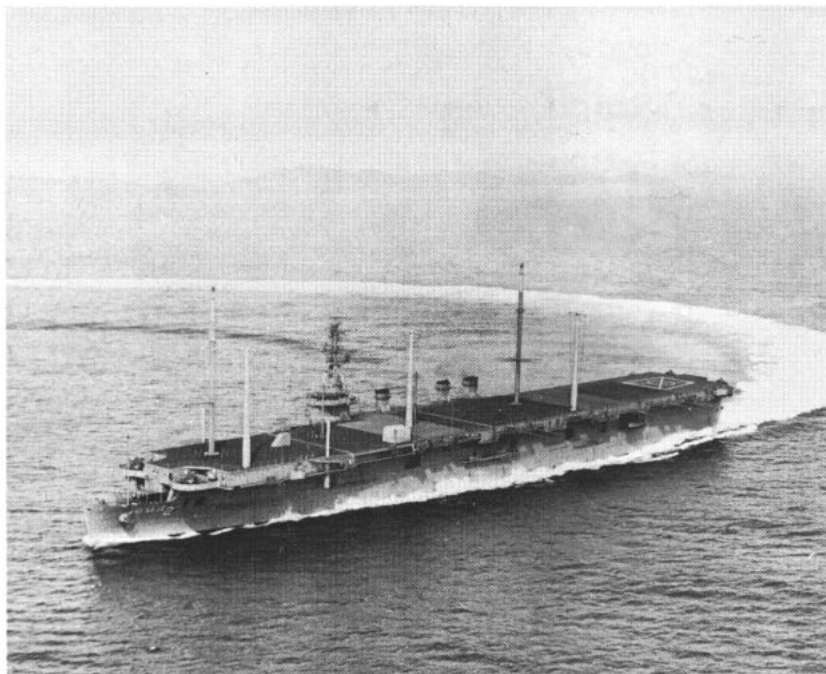
His flagship as ComSecondFleet will be *uss Springfield* (CLG 7).

### Subic Bay Mountaineers

High atop a mountain overlooking the Subic Bay Naval Base in the Philippines, a 140-foot tower stretches to a pinnacle of 1702 feet above sea level, thus making it a model navigational homing beacon for local and trans-Pacific aircraft.

But this is not its primary function.

Through the wizardry of modern electronics, this remote little station, manned by a score of Navymen, can relay as many as 2400 voice messages at any given time. Or, it may adapt each voice circuit through 16 teletype circuits as a further means of communicating. Mt Santa Rita station also relays radio entertain-



**FIRST BIRTHDAY**—USS *Arlington* celebrated her first birthday as an AGMR while providing communication relay duties for Seventh Fleet in Tonkin Gulf.

ment from Clark Air Force Base to the Subic naval base Armed Forces Radio Service station, a distance of about 50 miles.

From the viewpoint of the men assigned to the relay station, they feel they are perched on top of the world; Subic Bay appears like a toy town to the west while Clark field is barely visible on the horizon to the east. This vantage point places another responsibility on the men of Mt Santa Rita. They act as fire wardens, keeping watch for grass and brush fires and helping to fight them when necessary.

Because of its near-isolated location, the relay station has its own water reservoir and purification unit, keeps a month's supply of rations on hand, and operates its own power system supplied by two 275-kilowatt generators. Water is pumped from a river at the foot of the mountain and flows into a 40,000-gallon reservoir. A 7000-gallon tank is kept filled with purified water and a large storage of fuel oil is kept in reserve.

To date, the Mt Santa Rita mountain men have been isolated for just one week. That was when their single access road was blocked by fallen trees blown down during a typhoon. Otherwise, transportation is run to Subic Bay nightly for those wishing to go on liberty in the nearby village of Olongapo, and, on

occasion, members of the crew plan trips to such places of interest as Manila and Corregidor.

In and around the station recreation ranges from pinochle games to jungle patrol treks, all of which contribute to a high level of morale. A great deal of the men's time is spent working on educational and training courses and physical fitness, the latter of which has become tradition

with the Mt Santa Rita men.

They have rather unusual methods of keeping in shape; running up the two-mile-long road leading to the complex's tower is one of them. Requirements stipulate a 25-year-old man must make the trip in 40 minutes. Anyone over 25 may subtract from his final time one minute for each year over 25. Conversely, anyone under 25 must add one minute for each year under 25. Jungle patrols, on the other hand, help to tone up body muscles through walking. It is also good for reflex training for it's not uncommon on the trail for the men to encounter such creatures as pythons, cobras, four-foot monitor lizards, wild boars and monkeys, which lend to the excitement of mountain living.

In spite of the remoteness of the complex, living conditions are comfortable. Weatherwise, the temperature is between 10 and 15 degrees cooler on the mountain top than it is in sultry Subic Bay. Otherwise, there is a small Navy Exchange outlet, a TV lounge, a library and a recreation room complete with the atmosphere of an after-hours service club. In addition, movies are shown every night.

The success of the Mt Santa Rita mountaineers can perhaps best be reflected in the Navy Unit Citation awarded to the facility and its parent command, the Naval Communications Station, Philippines.

—C. K. Ferguson, JOC, USN.



**BIG GIRL**—USS *Providence* (CLG 6) cruises waters off coast of Vietnam.



## 'Set the Replenishment Detail'

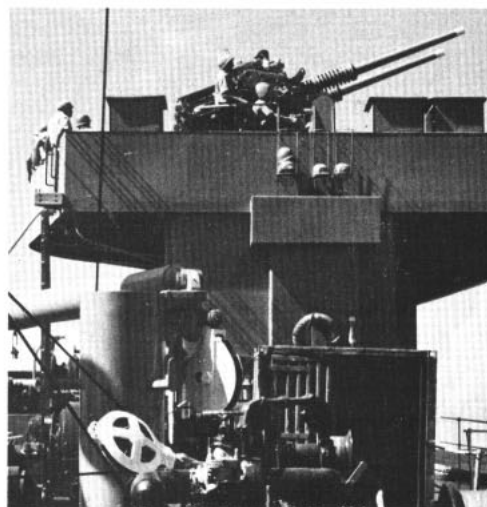
**I**T MAKES NO difference how tired, hungry or grimy a man feels. When the word "Set the replenishment detail" is passed aboard a Fleet oiler, he goes.

USS *Ponchatoula* (AO 148) is a Fleet oiler—all 60,000 tons of her. At the moment she steams in the combat lanes off the coast of Vietnam, providing support for Seventh Fleet ships of the line.

Mail, replacement parts, movies, bottled gases, drums of lubricants and Fleet freight, as well as 7.8 million gallons of black oil, aviation gas and JP-5 jet fuel make up the cargo of *Ponchatoula* when she leaves port. Little or nothing remains when she pulls back in.

*Clockwise from top left:* (1) Deckmen scramble to take up slack in a hose control line as *Ponchatoula* rolls with a big wave. (2) Heavy seas crash over bow of destroyer during refueling operations off coast of Vietnam. (3) Crewmembers of the Fleet oiler man one of the ship's six twin-mount 3-inch guns during general quarters. (4) *Ponchatoula* transfers remaining fuel to USS *Chemung* (AO 30) prior to returning to port. (5) USS *Providence* (CLG 6) begins her approach to port side for underway replenishment. (6) Hose handling detail aboard a destroyer attaches fuel hose coupling to their ship's receiver tank.

—Tim Leigh, JO3, USN.





# Midshipmen At-Sea Training

*In the coming summer months, certain Navy ships will be welcoming aboard groups of midshipmen from the Naval Academy and NROTC colleges throughout the country for special at-sea indoctrination. The training calls for coordination by both the trainees and the ships' crews. For the benefit of those individuals who will be involved in the indoctrination, here's an actual sample of one training program. It took place aboard the carrier USS Essex (CVS 9).*

This nine-week on-the-sea course served to give the USNA and NROTC midshipmen intensive indoctrination in the major departments aboard ship: Operations, Weapons and Engineering; in addition, the NROTC midshipmen supply options were enrolled in the Supply Department.

For the midshipmen, all in their final year of college, the training provided a brief, but comprehensive, understanding of the duties, responsibilities, and social commitments of a junior officer in the U. S. Navy.

Shortly after they put to sea, the midshipmen were assigned to the various departments. A schedule was established so that each midshipman was rotated twice after the initial assignment, thus affording him approximately three weeks of orientation in each department. The Supply option students were permanently assigned to the Supply Department for the duration of the training period.

The first day in each department was spent attending lectures and tours designed to give the midshipmen a capsule understanding of the over-all functioning of the depart-

ment. The next step involved assigning each individual midshipman to a division within the assigned department. Here he assumed the function of a junior division officer and learned the administrative side of the Navy by assisting the division officer in keeping the division running smoothly in performing its particular function.

In addition to this, each midshipman was assigned to the watch bill of his department, and stood the same watches as did the officers.

In Operations, the midshipman stood his watches in CIC, the Combat Information Center. Here he was taught to operate the radarscopes and scan both the surface of the sea and the air in search of unidentified contacts. The midshipman was also given an opportunity to talk over the CIC net, receiving and relaying messages to and from other ships in the Task Group. Several midshipmen tried their hands at keeping the status board up to date. This provided many an amusing moment as it involves writing backwards on a clear plastic screen so that the watch officer can read the correct information from his position on the other side.

While in the Weapons Department, the midshipmen stood their watches on the bridge. One of the favorite aspects of bridge watches for the midshipman was serving as conning officer, concerned with such matters as which course to steer, what speed to make and how many engine revolutions to order. In effect, the midshipman assumed control of the movements of the ship.

Also, while on the bridge, the midshipman assisted in determining

the distance, bearings, and expected movements of all surface vessels in the vicinity, as well as those of the other ships in the Task Group. Several of the midshipmen took the helm, and actually steered the ship through reference to the orders of the conning officer, and his gyro compass. Needless to say, smoother turns and straighter courses have been experienced by the ship's company than those steered by the novice midshipmen helmsmen.

During his stay in the Engineering Department, the midshipman stood his watches in Main Control, located in the after engine room. From this vantage point, the Engineering Watch Officer has the big picture of what is happening in all of the ship's propulsion spaces. The midshipman assisted the watch officer by answering the phone and the various intercoms, taking the hourly status reports, making out the watch log, keeping the status log up to date, and occasionally making visual inspections of the various spaces to ascertain their status at the moment.

Being aboard a carrier gave each man the opportunity to get into the wild blue yonder. The flights took place off the coast of Portugal. On the day chosen, the midshipmen were awakened at 0430, and stumbled sleepily up to the wardroom for an early breakfast. Fortified by a meal of ham and eggs, they reported to their assigned ready rooms and checked out the bright orange Navy flight suits, hard hats, Mae West inflatable life jackets, and 38-caliber pistols.

The midshipmen then sat in on the briefing with the crews, awaiting the moment when the command,



"Pilots, man your planes," would echo from the intercom. Finally, the word came, and the midshipmen joined the crews for the run down the flight deck to the assigned S2E fixed-wing *Trackers* and SH3-A *Sea King* helicopters.

Each midshipman made two flights, one in the S2E, and one in the helo. The "*Tracker*" flight was highlighted by the "cat shot" which felt like a jet-propelled slingshot flinging the aircraft out into the void beyond the bow. The arrested landing proved a bit exciting, if not hair-raising. The carrier appeared as a tiny dot on the surface during the early approach, but loomed larger and larger as the pilot got in the groove, and attained the proper speed and attitude which would enable him to hit the flight deck smoothly and snag the arresting cable.

At the moment of impact, everyone was strapped in to prevent hurtling forward as the arresting cable slowed the aircraft from 90 knots to 0 knots in a distance of 70 feet.

The helo flight gave the sensation of being strapped to a vibrating machine, but the midshipmen soon became oblivious to the noise and shaking as the pilot took them down, almost on top of the deep-blue water, and then, in an instant, soared up into the soft, feathery clouds dotting the sky.

Greatly impressed and worn out by their indoctrination, the midshipmen concluded their day with a very early "Taps."

A sailor's life is not all work, as the midshipmen were to discover when they reached the first liberty port, Bergen, Norway. Bergen, however, was only a preview of things to come as they visited Rotterdam, Holland; Hamburg, Germany; Portsmouth, England; and Naples, Italy. Tours were the order of the day as most of the midshipmen and the crew took full advantage of reasonable prices, and ample liberty to enjoy their time away from the ship.

From Naples, the midshipmen flew back to the United States. The indoctrination they received will stay with them, and stand them in good stead, helping to prepare them for the day when they receive their commissions and, as new ensigns, assume their place as active duty officers in the U. S. Navy.



ON THE LINE—SAR, Oceana's copter hoists crewman in rescue practice.

## S&R Men Must Learn to Splash Before They Dash

"You Splash—We Dash."

So reads the sign at the Search and Rescue shack at NAS Oceana, Virginia Beach, Va. Before they become qualified to dash, however, SAR crewmen do a bit of splashing themselves.

The training curriculum lasts from 12 to 18 months. Elementary and advanced first aid, senior life-saving and survival swimming are the first items on the schedule.

Then come visits by the crewmen-candidates to squadrons for familiarization with all types of Navy aircraft. They learn emergency entrance procedures, methods for releasing trapped pilots and crewmembers and the proper way to handle flight-related equipment—a pilot's pressure suit, for example.

When crewmen have had suffi-

cient training in rescue-related work, they begin to apply what they have learned.

Strapped in a harness which looks like a slightly inflated inner-tube, crewmen find out what it's like to travel up and down by hoist power—first over land, and then in the water.

Then comes training in manipulating an immobile victim in the water into the harness and up aboard the hovering helicopter. Hoisting victims in the Stokes litter is also practiced.

Finally, there is a 100-question open book examination, followed by a 75-question closed book exam.

At present SAR Oceana has 13 aircrewmen, nine of whom have completed the training syllabus and four who are still on the way.

—Fred Thomas, SN, USN.

BACK ON LAND—Surfer is unloaded by Oceana SAR after he was blown five miles out to sea. Rt: Team member gets practice with rescue sling.



# THE BULLETIN BOARD

## Report from Roosevelt Roads, Crossroads of the Caribbean

**T**HE U. S. Naval Station, Roosevelt Roads, Puerto Rico, is one of the major weapons training facilities in the Atlantic Fleet. Located here is the Headquarters of Commander, Atlantic Fleet Weapons Range/Commander Fleet Air, Caribbean. In addition to the Naval Station, Fleet Composite Squadron Eight and the Atlantic Fleet Range Facilities Command provide support in carrying out the primary mission of Fleet weapons systems training. Patrol Squadron 18 is located there also; and Weather Reconnaissance Squadron Four, the "Hurricane Hunters," maintains a detachment at the Naval Station from June through November.

San Juan, P. R. (pop. 450,000), is located about 35 miles northwest of Roosevelt Roads. There are several small communities located nearby.

This 8000-acre naval station dates back to 1919, when it was first considered as a possible site for a naval facility. Taken into consideration were the area's excellent harbor facilities, feasibility of locating an airfield, and positions for key defense command posts in the rolling hills which surround the station.

In the early 1940s a program of massive proportions, transforming the station from a hilly marshland to a booming wartime base, commenced. A drydock constructed during that period facilitated the repairing of battle-damaged ships. Today, more than 20 years later, it is still capable of handling any ship in the Navy.

For several years Roosevelt Roads has provided support for various special and joint exercises that are held annually in Caribbean waters. Operation Springboard, held every year during the winter months, is the largest of these exercises, bringing a majority of the Atlantic Fleet and many foreign navies to the area.

Known as the "Crossroads of the Caribbean," Puerto Rico is the gateway by air and sea to the islands and South America. It provides an

introduction to the Caribbean of palm trees, blue water, old forts and modern resort hotels.

Only 100 miles long and 35 miles wide, Puerto Rico is 1600 miles southeast of New York and 1000 miles east of Miami. Its 360 miles of coastline have many palm-fringed beaches.

It has a population of more than two and one-half millions. Both English and Spanish are spoken. The unit of currency is the U. S. dollar.

**Housing—Note:** Reports on housing are subject to change and the information printed below may well have been revised by the time you read this, or by the time you receive your orders to Puerto Rico. However, check with the Family Services Center nearest you when you receive your orders to your next duty.

Military personnel with dependents, pay grade E-4 (with four years' service) and higher are eligible for station housing. Although there are almost 800 housing units at Roosevelt Roads (166 officer and 620 enlisted), there is a shortage of quarters, resulting in a long waiting list.

When occupying housing, the basic allowance for quarters is forfeited. Most of the housing is Capehart individual houses (two-, three- and four-bedroom units), some of

the finest of Navy housing.

Since all quarters are adequately furnished, shipment of household goods is limited to 2000 net pounds, or 25 per cent of the maximum weight allowance authorized. No warehouse storage is available for personal household goods.

All quarters are ample, comfortable, and completely furnished except for linens, cooking and eating utensils, washing machine and clothes dryer. Refrigerators and electric stoves are provided. Electrical current is standard 60-cycle, 110- to 220-volt, which will accommodate any U. S.-made appliance.

Kits consisting of dishes, linens, cooking utensils, and other necessary items may be rented on a temporary basis from the Recreation Division for a small charge. Washers, television sets, baby cribs, ironing boards and other household items are available for rent from the Navy Exchange for a nominal charge.

**Entry Approval—**Entry approval for dependents is necessary. Your present command should request entry approval from the Commanding Officer, U. S. Naval Station, Roosevelt Roads, P. R. If entry is approved, the approval will also indicate whether immediate housing assignment will be available. If immediate housing assignment is not promised, you can expect a waiting period.

In this case, it is advised that your dependents remain in CONUS until either on-station housing is available or adequate private housing off station has been found.

**Schools—**The station's schools are an integral part of the Antilles Consolidated School System which operates under the Department of Health, Education and Welfare. Each school has a principal and an excellent staff of teachers. Class sizes are normally smaller than those in the States.

The style of clothing worn by schoolchildren compares with that of the States, with lightweight wash-

Joseph P. Fitzgerald, RM1, USN



"Did you call, Sir?"



ables prevailing the year round, in keeping with the warm climate.

School facilities are all located (or being located) in the Capehart housing area. A new high school was recently constructed, and an additional elementary school is under construction. Grades taught are kindergarten through grade 12. Hot lunches are available in the school cafeteria.

Schools are well equipped and include air-conditioning and modern equipment. The high school is fully accredited by the North Central Association, and the educational level is comparable to that of such areas as Washington, D. C. A parochial school is available in Fajardo at a reasonable fee.

Parents who have children requiring special training or handling should be aware that the school does not have this capability and, in most instances, such schooling is either not available on the island, is inaccessible, or prohibitive from the standpoint of cost.

The University of Florida offers extension courses on station, and selected USAFI courses are televised over the local Armed Forces television station.

**Medical and Dental Facilities—**A well staffed and equipped 34-bed station hospital provides services for both military personnel and dependents. Services include pediatrics, obstetrics, and gynecology. The dependent clinic operates by appointment except for emergencies. There are several immunization inoculations which are required for entering the Caribbean area, so make sure that your inoculation record is current. A new 120-bed hospital is scheduled to be built in the future.

The Dental Department is located next to the hospital. Sick call is held for active duty personnel in the early morning, Monday through Friday, and for dependents in the early afternoon, Tuesdays and Thursdays. Active duty personnel are given all types of treatment except orthodontics, while dependents receive all treatment except for limited prosthetics and orthodontics.

If you have need for extensive dental work, you should make every effort to have it completed before leaving the States, as dental capacity is limited. Orthodontic treatment is

available through civilian dentists at your own expense.

**Commissary—**The commissary is fully air-conditioned with modern display cases and normal self-service. It offers an adequate stock of all necessary foodstuffs, but has slightly less than a CONUS commissary. Inventory is not as large, and problems in shipping sometimes force an adjustment in shopping and eating habits.

Fresh milk is available at the commissary or through house delivery. A convenience-type small packaged food store is located in the Capehart housing area.

**Navy Exchange—**The Navy Exchange offers a wide variety of merchandise at reasonable prices.

Selections and savings of particular note will be found in phonograph records, souvenirs, mahogany, cameras, jewelry, watches and clothing. Any item costing less than \$1000 can be specially ordered through the Exchange.

Adjacent to the main retail store is the annex, which features major appliances, sporting goods, pet supplies and a well-stocked toy department.

**Service Station and Garage—**Gasoline prices are reasonable and the service station building facilitates the sale of case beverages and auto accessories. The Exchange garage is equipped to handle the vast majority of auto maintenance and repair jobs.

Other standard Navy Exchange

## NOW HERE'S THIS

### Snow Makes A Fine Landing Pad

The nine men who trekked across the South Polar Plateau during the Antarctic summer recently ended will tell you their junket had little in common with summer trips elsewhere. To begin with, there were no corner gas stations or handy grocery stores. Actually, the traverse party scarcely missed these conveniences—the Navy was on hand to take care of the problem.

The party wended their way across the ice in three sno-cats to investigate geophysical, glaciological, geomagnetic and meteorological phenomena.

They received food, fuel and scientific equipment through the efforts of Air Development Squadron Six (VX 6), whose crews employed a medium-level drop technique, never before used in Antarctica, to supply the party.

To make their approach VX 6 pilots slowed their C-130 Hercules aircraft to 120 knots and

dropped their cargo pallets 500 to 1000 feet above the surface of the polar plateau.

The pallets, which slid from the rear of the aircraft, were attached to parachutes which stabilized the cargo's fall and landed the supplies right side up.

The impact of the fall was absorbed by the ice and snow of the polar plateau. Most of the cargo sank from two to three feet into the white stuff, thereby keeping damage to a remarkably low 10 per cent. The rest of the cargo, except for a few items which couldn't be found, was recovered and used.

The supplies themselves were a monument to the Navy logistics support provided by Operation Deep Freeze. They had traveled 11,000 miles from the United States before being flown to the traverse party in a series of four 3000-mile flights over the 13,000-foot-high polar plateau.

Most of the cargo flown across the ice consisted of arctic diesel oil for the tractors—45,144 pounds of it in 114 drums. Other cargo included gasoline, white gas, food supplies and scientific instruments totaling 8000 pounds.

This past summer marked the third trip by the traverse party. And it will be the last. An airborne sensing program now makes it possible to measure the icecap's thickness and to determine subsurface geophysical features from an aircraft flying overhead. Laborious treks will no longer be necessary for this type of study.

Next summer will see the sno-cats of the traverse party replaced by a C-121 Constellation, marking one more step in the evolution of Antarctic exploration.

—Craig R. Duncan, JO2, USN.



services are provided.

**Recreation**—There are several excellent beaches on the station, with individually designated beaches for officers, chiefs, other enlisted men and a joint usage family beach. Waters in the area are ideal for snorkeling and scuba diving. There are four pools on station: one each in the officers' and enlisted Capehart areas, and two in the Ofstie area. A marina, located near the Fleet piers, provides complete services for privately owned boats of military people.

Red snapper, barracuda and grouper are perhaps the most plentiful fish in the immediate area.

A riding stable, located near Bundy gate, has an inner corral for 150 horses, tack room, riding corral, rest rooms, and an attendant on daily duty. Although Special Services does rent horses, most are privately owned.

A new nine-hole golf course has recently been completed and a golf clubhouse and driving range are nearing completion. Two bowling alleys are located in different parts of the station.

The Special Services hobby shop includes facilities for ceramics, wood-working, and auto repair. Baseball, softball, tennis, football, basketball and a movie theater provide other recreation.

The Armed Forces television, Channel 8, provides the latest state-side programs although all are taped. There is no direct pickup from the States. The station newspaper, *Mira Que Pasa*, is distributed free of charge.

## Thirty-Day Leave Granted For Vietnam Extension

A detailed guide to the special leave program for Navymen who extend their tours in Vietnam has been issued in the form of BuPers Inst. 1050.9A. Here are the highlights:

- As authorized by Congress, you may receive a special 30-day leave, plus round-trip transportation at government expense, to and from a leave point you select when you voluntarily extend your tour in a hostile fire area for six months or more. At present, as specified by the Department of Defense, the Vietnam hostile fire zone is the only area in which

J. H. Paoli, IC1, USN



"Say, those remind me of the pictures you confiscated from me!"

the special 30-day leave authorization applies.

- You must be permanently stationed in Vietnam for 12 consecutive months. (Includes service on board ships toured for 12 months and physically stationed in Vietnam and its contiguous waters, even though the home port is outside Vietnam.)

- After serving in Vietnam for six months, you may agree in writing to serve an additional six months, exclusive of special leave and travel time. The extension becomes effective at the end of your regular 12-month tour.

- If you do not have sufficient obligated service to complete a Vietnam tour extension, you must re-enlist or agree to extend your enlistment. You must have at least eight months of obligated service to allow for the six-month extension, plus the special leave and travel time.

- Your request for tour extension and special leave is submitted to the Bureau of Naval Personnel (Pers-B1211 for officers; Pers-B211RVN for enlisted), following the format prescribed in BuPers Inst. 1050.9A.

- If BuPers approves your request, you may be granted the special leave, plus transportation, to virtually any single place you choose. (You must, of course, rule out leave in overseas areas restricted to military travelers.)

- You must take the special leave in one increment some time during the period 90 days before to 30 days after your normal Vietnam tour completion date. In those instances where operational requirements preclude taking the special leave within the 120-day period mentioned, special leave may commence up to 60

days following the member's normal tour completion date.

- The leave and travel time amount to time off not charged to your leave account.

It is noted that a request for extension of your Vietnam service will not be approved if you're serving there on a temporary basis, when there is no reasonable assurance that a tour extension would actually be served in Vietnam, or if a previous extension by you had been canceled.

Administrative and other details of the special leave program are contained in BuPers Inst. 1050.9A.

## Better Ways to Do More Is Goal Sought In Navy's Cost Reduction Program

Two Navy enlisted men star in an OSD film featuring the Cost Reduction Program and the ways in which individual ideas are contributing to increased efficiency and economy in the defense effort.

In the film, Engineman 2nd Class Tommy R. Berry demonstrates how he and Engineman 2nd Class Ernest Johnson combined their talents to reduce the cost of repair and maintenance of range boat motors.

At the Naval Weapons Laboratory, Dahlgren, Va., boats patrol the firing range area to keep pleasure craft from entering the area during firing tests. It is frequently necessary to speed into the area to warn craft. If the patrol boat motors happened to be cold, acceleration could crack the motor block or damage the motors through excessive wear.

To prevent such damage, Berry and Johnson equipped their patrol boat with an electric water heater which kept the motors warm and ready for instant and heavy work. It is estimated that use of the heater will save the Navy \$15,000 a year. In addition to the benefits derived by the Navy, Berry and Johnson shared a cash award for their suggestion.

The film also shows examples of cost reduction ideas originating in the other military departments and the Defense Supply Agency. The film, *So What's New—In Ideas?* (Navy No. MD 10625), may be obtained from Training Aids Sections at Naval District Headquarters.

What is The Cost Reduction Program? Established in 1961, the

program is a DOD-wide effort to increase the efficiency of Defense management without loss of military capability. It emphasizes the need for stretching the tax dollar and serves as a means for measuring and reporting the extent to which efficiency and economies have been achieved.

The program encourages all military and civilian members of the Defense team to find better and more economical ways for conducting operations and to report the results of their improvement efforts.

To assist in the search for improvements, the program provides a number of areas in which efficiency and economy should be sought. Savings goals are indicated for each of these areas and progress is measured against goals. The fiscal year 1968 over-all program goal for the Department of the Navy is \$318 million.

All improvement programs, plans, and techniques have input into the Cost Reduction Program to form a composite picture of the efficiency of Defense management as related to in-house operations and the work done by private contractors for the Defense effort.

The dollar savings reported through the program are audit validated to ensure their acceptance.

## List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm features available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*The Violent Ones* (C): Drama; Fernando Lamas, Aldo Ray.

*Brightly of the Grand Canyon* (C): Animal Adventure; Joseph Cotton, Dick Foran.

*Fathom* (WS) (C): Melodrama; Tony Franciosa, Raquel Welch.

*Way Way Out* (WS) (C): Comedy; Jerry Lewis, Connie Stevens.

*The Money Jungle* (C): Drama; John Ericson, Lola Albright.

*Fitzwilly* (WS) (C): Comedy; Dick Van Dyke, Barbara Felton.

*Clambake* (WS) (C): Musical Comedy; Elvis Presley, Shelley Fabares.

*Kill a Dragon* (C): Melodrama; Jack Palance, Fernando Lamas.

*Waterhole No. 3* (WS) (C): Comedy; James Coburn, Carroll O'Connor.

*It!* (C): Mystery Drama; Roddy McDowall, Jill Haworth.

*The Big Mouth* (C): Comedy; Jerry Lewis, Harold J. Stone.

*The Upper Hand* (WS) (C): Melodrama; Jean Gabin, George Raft.

*Rough Night in Jericho* (WS)

## WAY BACK WHEN

### Mars— Flying Boat

Between 1946 and 1956 Mars Flying Boats became well known to thousands of trans-Pacific Navy travelers and to the cargo handlers who loaded the big craft with countless tons of Navy material.

Indeed, the Mars was the biggest operational flying boat the world had ever known. Time, however, inevitably made the big ships obsolete and they were grounded at Alameda Naval Air Station to await destruction, but fate intervened.

In Canada's province of British Columbia, fires roared through the dry summer forests, destroying lumber that could easily be put to better uses.

Industrialists, seeing their valuable trees reduced to smoking skeletons, looked for a solution which would be more reliable than occasional rains and investigated water bombing.

This technique was not new, but it had previously been limited because the planes available carried only small amounts of water and were helpless against the large fires which were the order of the day.

The coastal area of British Columbia is rugged country where landing strips are scarce. The consideration of water bombing clearly called for a plane capable of carrying large amounts of water and taking advantage of sheltered inlets and large lakes for landing and taking off.

Happily for the Canadian forest industry, the Navy offered its four Mars aircraft for sale in 1959 as surplus. They were purchased and eventually converted to tankers.

By 1960, the first of the converted tankers

took to the air for a series of shakedown tests. By summer, the plane was ready for business and its first fire call came on the Fourth of July.

Unfortunately, that mission was a flop. Engine failure forced the Mars to return to her base. Four days later, however, she made four drops on another fire, but again returned to base because of excessive propeller vibration.

The mechanical trouble was ironed out and the Mars made 26 drops on six fires during the remainder of the summer. Although 127,000 gallons of water rained down from Mars upon flaming Canadian forests that season, the flying boats' performance was really inconclusive. Nevertheless, lumbermen agreed that the year's results warranted keeping the aircraft operational for another year.

When the 1961 fire season began, the tanker performed well but not brilliantly in putting out two fires. On her third fire that season, the Mars crashed close to the target and everyone on board perished.

Despite the disaster, the Canadian lumbermen decided to have the second tanker overhauled and ready for the fireline in 1962.

The new tanker was accompanied into action by a small float plane which identified fireline targets and led the Mars in on the best drop path.

Fortunately for everyone, 1962 was a relatively safe year in the forests but even so, 118,000 gallons of water were dropped on five fires.

The feasibility of the flying boats was still under consideration at the end of that year's fire season. The plane had done a creditable job in extinguishing a few fires, but the debit side of experience showed the tanker was vulnerable to breakdowns.

Rather than forgetting the entire idea, however, the third tanker was pressed into service as a reserve.

Happily, there were no serious fires that year.

During 1963, for the first time the Mars extinguished a fire without help from a ground crew. In September, she extinguished a monstrous fire by dumping 177,000 gallons of water over a wide front in 32 runs.

By the end of the year, 495,000 gallons of water had been dropped on nine fires, thereby ending any doubt concerning the value of the old Navy Mars flying boats to the Canadian lumber industry.





(C): Western; Dean Martin, George Peppard.

*The Cobra* (WS) (C): Melo-drama; Anita Ekberg.

*The Last Safari* (C): Drama; Kaz Garas, Stewart Granger.

*Frankenstein Created Woman* (C): Drama; Peter Cushing, Susan Denberg.

## No Matter Where or Who You Are, Your Wife Is A Member of Wifeline

Every sailor knows the purpose of a lifeline but many Navy wives may not know there's a Wifeline which is also a kind of lifesaver.

The Wifeline is sponsored by the

Navy Wifeline Association which has its headquarters in Washington, D. C., and every Navy wife—no matter where she is located—is an automatic member.

The association isn't a social club nor is it in business for profit—indeed, there aren't even dues. It operates on volunteer labor. It serves as an informational communications center on all matters pertinent to Navy life—in effect, a "wife line." One of its main purposes is to help Navy wives cope with family crises.

Any Navy wife who has seen her husband's ship put to sea knows the anxiety of struggling singlehanded with household and family problems. Many Navy mates have turned to the Wifeline for help, and the wives of Navy enlisted men and officers who work at headquarters do their best to help.

Although Wifeline has been in



operation for a comparatively short time, its field is already enlarging. It now receives queries and comments not only from Navy wives but also from sailors (seamen to commanding officers and their execs) and occasionally from other military services.

The questions cover subjects such as financial and legal advice, complicated moves of household goods, survivor benefits, naval social customs, medicare benefits, advice on following a husband's ship from one Mediterranean port to another, information on permanent duty stations, points of interest in various cities and many other subjects designed to transform a logistics problem into an adventure.

The publications distributed by the Wifeline volunteers are helpful in this respect. Most wives of both active duty and retired Navymen find them as helpful as a basic cookbook to a bride.

One of the Wifeline publications is called *Sea Legs*, which contains information on such subjects as available medical benefits, housing and family assistance as well as the

## HOW DID IT START

When the U. S. Naval Training Device Center began its move from Port Washington, N. Y., to Orlando, Fla., in 1966, the end of a chapter was written in the story of an imposing castle-like complex which had served as the center's headquarters.

The largest of the buildings overlooking Long Island Sound was erected in the early years of the century by a descendant of railroad magnate Jay Gould. Several hundred yards to the rear of Castle Gould, as it was then known, the imposing (not to say magnificent) Gould Stables were located. Elsewhere on the 162-acre estate were the kennels, a greenhouse, gatehouses and a building called the Casino.

The Casino was once a glorified bathhouse which contained, among other amenities, a marble-lined swimming pool, dressing rooms for guests, a bowling alley, and indoor tennis courts.

After vicissitudes which saw the property used as an aeronautical institute and a refuge for British children during World War II, the Navy paid \$332,000 in 1951 for the property which had cost Mr. Gould about 10 million dollars at the turn of the century.

The Center, which took over the property, found little use for the castle's palm court, gilded wrought-iron railings, mosaic fountain, alabaster dome or the leather-walled billiard room which were built into the mansion. Nor did it find much use for the indoor exercise track and the 80 horse stalls.

The castle was converted into an administration building for the offices of the commanding officer and the director and the administrative departments.

The former stables were transformed to an engineering building with shops, laboratories and offices for the technical departments.

The one-time kennels proved to be adequate for the Public Works Department office and the gatehouses were converted to public quarters for the commanding officer and the Public Works officer.

The casino and the greenhouse became a 10-room BOQ and a cafeteria building.

During its tenure as the home of the Naval Training Device Center, the old castle saw the development of synthetic training devices, and also became linked with the name of the late Rear Admiral Luis de Florez, USNR, (then a

commander) when he came to the center.

De Florez employed his inventive genius and dynamic personality to Navy advantage as early as World War I when, as Inspector, Naval Construction, in charge of research, design and production of aviation instruments and accessories, he developed 39 devices for Navy planes, many of which are still in use.

During World War II, de Florez served as a captain, USNR, and Assistant Chief of the Office of Research and Inventions. The war ended soon after the creation of ORI. Nevertheless, the office processed well over 1000 separate training projects and perfected more than 700 different training aids and devices from which every man in the Navy received some benefit at one time or another.

De Florez and his genius made Castle Gould's existence as a Navy installation as remarkable as were its earlier residential days. But both those chapters in the castle's history are ended and a new chapter will begin.

Whatever lies in store for the castle, its early years probably will still manifest themselves. Even after years as the home of invention and development, the relic of a bygone era still retains an air of magnificence.

One has only to look beneath the veneer of mid-20th century practicality to uncover the image of gracious living which characterized life in the castle when the century was still young.



history and structure of the Navy.

*Blue Jacket's Mate* (which costs 15 cents) describes the customs and protocol of which every enlisted Navyman's wife should be aware and *Naval Social Customs* (also 15 cents) provides similar information for officers' wives.

A quarterly newsletter called *Navy Wifeline* is distributed free to groups and individuals through Navy exchanges and hospitals.

Other publications include: *The Navy in Washington, D. C.* (a guidebook to military installations in the national capital area); *It's Your Move!* (on PCS moving problems); *Operation Hi-Line* (for retired Navy families); and *Annual Legal Check-Up* (self-explanatory). It also provides reports on living conditions at various Navy duty stations.

Plans for future publications include a booklet on *Launching an Enlisted Wives Club* and *Guidelines for the Wives of Commanding Officers and Executive Officers*. A book on *Overseasmanship* is also contemplated.

The Navy Wifeline Association, whose address is Building 40, Washington Navy Yard, Washington, D. C. 20390, welcomes suggestions from Navy wives—and Navy men, too. It will also, of course, strive to fulfill its *raison d'être* by answering questions—either directly or by putting their correspondents in touch with an authority on the subject.

• **STRIKE FLIGHTS SHOWN**—The Air Medal now shows Strike/Flight awards a Navyman has received as well as how many times he has received the Air Medal.

Strike/Flight awards are now indicated by a bronze Arabic numeral on both the suspension ribbon and the ribbon bar of the Air Medal. The numeral indicates the total number of such awards received after 9 Apr 1962.

This regulation, which was announced in BuPers Notice 1020 of 15 Feb 1968, also prescribes the wearing of a gold (or bronze) star and silver star. Either or both stars are worn on the suspension ribbon of the miniature and large Air Medal and the medal's ribbon bar—with or without the Strike/Flight numeral.

The following provisions apply to



**AIR MEDAL**  
Regular                      Miniature

placement of the numeral and stars either alone or together on the suspension ribbon of the Air Medal:

- The Strike/Flight numeral is placed immediately below the center of the suspension ribbon.

#### Distinguishing Devices for the Air Medal Award



3/16" Bronze Star for first special individual award.  
Meritorious/Heroic Air Medal



Numerals for fifth Strike/Flight Air Medal award



3/16" Bronze Star plus numeral 7 for one single mission and 7 Strike/Flight Air Medal awards



5/16" Gold Star for second through fifth single mission Air Medal awards combined with numerals for Strike/Flight Air Medal awards

- Stars worn with a Strike/Flight numeral are centered immediately above the numeral.

- A single star worn alone is placed in the center of the suspension ribbon.

- When two or more stars are worn without the Strike/Flight numeral, they are placed on a horizontal line at the center of the ribbon.

Here are the rules which apply to placement of numerals and stars, either alone or together, on the Air Medal ribbon bar.

- Strike/Flight numeral is positioned at the end of the ribbon bar on the wearer's left. The numeral should not overlap the end of the ribbon.

- When a star is worn with a Strike/Flight numeral, it should be centered on the ribbon bar.

- When two or more stars are worn with a Strike/Flight numeral, the numeral is positioned at the end of the ribbon on the wearer's left and the stars are arranged in a horizontal line halfway between the numeral and the right end of the ribbon bar.

Uniform regulations concerning bronze, gold and silver stars still apply: A bronze star is worn to indicate an individual award while a gold star indicates a second or subsequent award and a silver star is awarded in lieu of five gold stars.

The silver star is placed on the wearer's right and the gold star (or stars) is placed to the wearer's left. This applies to both suspension ribbons and medal ribbon bars.

#### Correspondence Courses

Several enlisted correspondence courses have been revised and are available to the Fleet. A new course, *Naval Reserve Chaplain* (NavPers 10517) is now available for officers.

The revised enlisted courses (note that two of them are classified) are:

- *Gunner's Mate T 3 & 2* (NavPers 91377-B); Confidential/Restricted Data.

- *Data Processing Technician* (NavPers 91275-A).

- *Radioman 1 & C* (NavPers 91405-3B).

- *Electronics Technician 1 & C* (NavPers 91376-D); Confidential.

- *Ship's Serviceman Laundry* (NavPers 91466-E).

## Outdoors USA Is For You—Good Info, Good Reading

In recent years, camping on weekends and during leave periods has become increasingly popular among Navy men. Some use their own equipment, but most rely on their Special Services department to furnish what they need to set up camp.

For those who wish to learn more about the out-of-doors and what America has to offer its adventurous citizens, the Department of Agriculture has published a book entitled *Outdoors—USA*—price: \$2.75—available from the Superintendent of Documents, Washington, D. C. 20402.

The text is the department's 1967 yearbook, wrapping up several essays under the general categories: *The Big Woods*, *Water*, and *The Countryside*.

Among the list of enlightening articles is *Taking The Edge Off "Roughing It,"* which clearly emphasizes that whether a camp outing is to be simply a weekend venture or a month-long excursion, its success depends on good, basic planning.

Know ahead of time the layout of the land. Know where the prime campsites are located. Be familiar with hunting and fishing rules and regulations. All of this will help to make for a more pleasant arrival and also minimize confusion.

According to *Outdoors—USA*, one aim of the National Forest Service is to assist campers in planning trips to any of the 7000 camp and picnic grounds scattered throughout 186 million acres of national forest land coast to coast.

There are nine regional headquarters which provide detailed colored maps of specific national forests. These maps, showing lakes, trail areas, campgrounds, picknicking areas and points of interest, may be obtained by writing to any of the following regional headquarters:

Northern Region, U. S. Forest Service, Federal Bldg., Missoula, Mont. 59801.

Rocky Mountain Region, U. S. Forest Service, Federal Center, Bldg. 85, Denver, Colo. 80225.

Southwestern Region, U. S. Forest Service, New Federal Building, Albuquerque, N. Mex. 87101.

Intermountain Region, U. S. Forest Service, 324 25th St., Ogden, Utah 84401.

California Region, U. S. Forest Service, 630 Sansome St., San Francisco, Calif. 94111.

Pacific Northwest Region, U. S. Forest Service, PO Box 3623, Portland, Ore. 97208.

Southern Region, U. S. Forest Service, 50 Seventh St., NE, Atlanta, Ga. 30323.

Eastern Region, U. S. Forest Service, 633 West Wisconsin Ave., Milwaukee, Wis. 53203.

Alaska Region, U. S. Forest Service, PO Box 1628, Juneau, Alaska 99801.

Answers to specific questions about camping or other interests in America's national parks may be obtained by writing to the National Park Service, Office of Information, U. S. Department of the Interior, Washington, D. C. 20240.

## Annual Legal Checkup Will Help Retain Fiscal Health

Navy men are periodically required to take stock of their physical well-being but few think of examining the orderliness of their legal affairs.

A legal checkup, it appears, is something everyone agrees should be

done but rarely does—perhaps because most have little idea concerning what constitutes good legal health.

To help you make an annual legal checkup, the Department of Defense has provided a form—Annual Legal Checkup (DD Form 1543 of 1 Sep 65)—on which you can list information which is invaluable in case of insurance claims, credit card loss and a score of other ways.

The form will also be helpful to your wife while you are away from home for long periods in line of duty and, of course, in the event of your death.

The form is divided into seven sections. The first provides space for recording personal data on yourself, your wife, children and other dependent family members.

Section Two covers your estate and probate matters with important information on your own and your wife's will and where they can be found.

Information on powers of attorney you have granted can be found in Section Three.

In Section Four, you can record

the taxes you have paid. Section Five is also concerned with money matters, providing space to record information on your real estate holdings, leases and the insurance covering your real estate holdings.

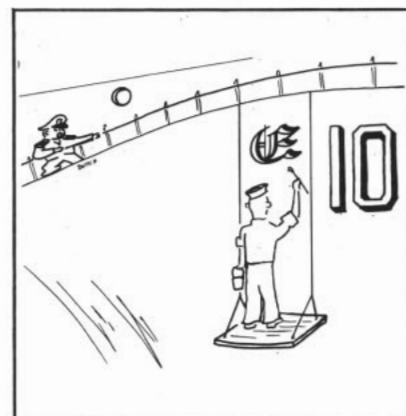
This section also includes data on chattels—your car and other movable property such as jewelry and household goods.

Charley Wise, HMCS, USN



"Yeh, I know Kelly has a harmonica and Johnson has a ukelele, however . . ."

Dennis R. Fullerton, SN, USN



"May I have a word with you, Rembrandt?"



Section Five provides space for you to inventory your credit cards and record outstanding balances. A credit card inventory is something everyone should have for, if your card falls into the wrong hands, it is equal to giving a blank check bearing your signature, at least until the card's loss can be reported to the issuing company.

The financial section of the legal checkup form also includes a history of securities you hold, bank accounts and savings deposits, plus miscellaneous assets such as notes, claims, trust funds and the like. There is also a place in this Department of Defense form to record your liabilities and a statement concerning your current financial condition.

Section Six of the legal inventory concerns family protection such as insurance, the family protection plan you have selected as well as military survivor's benefits and retirement benefits and a record of emergency data.

The Seventh and last section of the legal checkup form provides space to show where you have put your valuable documents and, in case you may have forgotten some important papers, provides a list of documents which almost every Navyman makes at one time or another during his career.

Nobody denies that an annual physical examination heightens your chances of remaining in good health. A legal checkup, in addition to being useful in case of your sudden demise or your absence from home in line of duty, is a good way of learning what needs to be done to place you in a state of good legal health.

## Color Prints Available

Want to dress up your mess decks? Library? Offices?

The Chief of Naval Operations has announced that a series of 12 color prints, which depict some of the highlights of U. S. Naval history, are now available to the Fleet.

Each of the prints measures 16 x 20 inches and contains a descriptive caption and pertinent quotation.

If the series is for official use, it may be ordered free of charge from Naval Supply Depot, Philadelphia, Pa., on MILSTRIP format DD 1348 in accordance with Navy Stock List of Forms and Publications (NavSup 2002).

The 12 prints are available only as a set. The Navy cognizance "OI" stock number for this first series is 0584-900-0025.

Individuals may buy the series for \$2.50 from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402.

• **LEAVE ACCUMULATION** — The laws which state you may not carry more than 60 days of earned leave into any new fiscal year have been modified for those who serve in areas in which they are entitled to Hostile Fire Pay, such as Vietnam.

You may now carry up to 90 days on your leave record after serving for 120 consecutive days in the area designated for Hostile Fire Pay. Such service must have commenced after 1 Jan 1968.

Any excess over 60 days must be used by 30 June of the fiscal year following the year your hostile fire

zone duty ends. If the excess leave is not used within this time frame, it is lost.

The new law does not authorize payment for leave in excess of 60 days. This means that if you elect to cash in on your unused leave upon discharge, transfer to the Fleet Reserve or retirement, you may receive a settlement for as much as 60 days, but no more.

BuPers Notice 1050 (5 Mar 1968) contains a sample "90-day authorized" entry that should be made in your leave record after you have served in the hostile fire zone for 120 consecutive days after 1 Jan 1968.

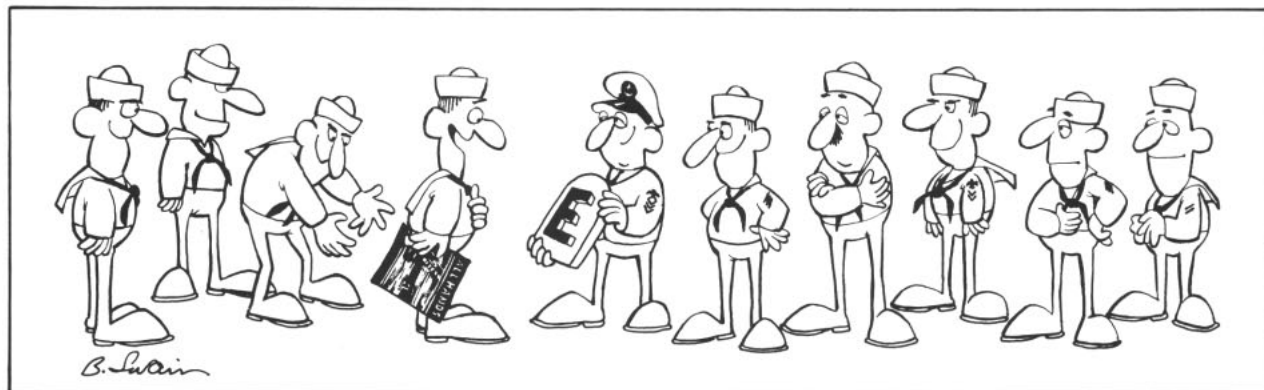
Additional instructions will modify appropriate sections of the *BuPers Manual*.

## Motorbikes in Japan

If you have orders for Japan and plan to take a two-wheeled vehicle, you had better be sure that its engine displacement is less than 125 cubic centimeters. Navyman are not permitted to use the larger bikes in the COMNAVFORJAPAN area.

In the past, several bikes with large engines have been received by shipping activities in Japan. The consignee (that's you), however, finds that registration is prohibited by COMNAVFORJAPAN Inst 5800.9F, which deals with vehicle operation regulations for Navyman in Japan. If a vehicle isn't registered, you can't use it.

So, if you want to avoid unnecessary shipment costs and prevent considerable inconvenience to yourself, be sure the engine of your bike displaces less than 125 cubic centimeters before you ship it.



NO GUARANTEE you'll win an E award by passing ALL HANDS along but shipmates will say 'E's a jolly good fellow.

## Information on Voting—in Primary and General Elections

**N**OW IS THE TIME to take some positive action if you are to vote this year in your state and national elections. For some, it may be too late to vote in the state primary elections. But for you, it may not be. However, time is of the essence.

To make it quicker and easier for you and other members of the armed forces to exercise your voting rights, the Federal Voting Assistance Act of 1955 recommended that state governments adopt simple and uniform absentee voting laws. It is now possible in all 50 states for you (and your dependents) to cast your vote by means of absentee ballots in both local and national elections.

In order to do so, however, certain eligibility requirements must be met. Here are a few:

You should obtain from your Voting Officer a special application form distributed by the U. S. Government for absentee voters. This is the Federal Post Card Application for Absentee Ballot (Standard Form 76, revised 1955), better known as the FPCA.

The FPCA may be used to apply for an absentee ballot and, in some states, may be used for absentee registration. All states accept the form under certain circumstances, but standards of acceptance and procedures vary from state to state. Therefore, it is important that you refer to the laws of your state before filling out your FPCA. If your state authorizes your wife to use an FPCA

she must, of course, be a qualified voter of the state. In addition, both of you must be citizens of the United States.

In general, qualifications cover citizenship, age, length of residence in the state and voting district, and registration. Briefly, they are:

**Age**—The minimum age to vote is 21 in all states except Alaska, Georgia, Hawaii and Kentucky. In Georgia and Kentucky, 18-year-olds may vote. Residents of Guam may also vote at age 18, but Guam does not participate in national elections. Alaska has set the minimum age for voting at 19; Hawaii, 20.

**Residence**—Every state requires a minimum period of residency before you can vote. These requirements vary from state to state. Most generally, the state, city or county (or township) in which you lived before entering military service is considered your legal residence for voting purposes, unless you have established a legal residence elsewhere or have been registered elsewhere.

If you want to establish a new voting residence, you must meet the state's legal requirements (see listing at end of article). The law usually holds that the voting residence of your wife is the same as yours.

**Registration**—Most states require a person to be registered before voting and most permit absentee registration. A few states require registration in person.

Where registration is required, many states permit it by absentee process or will consider an individual a qualified voter at the same time they accept a FPCA, or a voter absentee ballot. Procedures, again, vary from state to state. If you have a question which cannot be answered here, your Voting Officer will be able to tell you the specific rules which apply in your state.

**Character**—In addition to the qualifications concerning age, residence and registration, some states further require that you must be of good character, or must not have been convicted of a felony unless pardoned. This determination is made by the proper official of the state in which you will vote. It is not the responsibility of your Voting Officer or any other Navy official should the question arise.

Above all else, be sure to make all necessary applications as early as your state will permit. The time element is most important. Only six months remain until the general elections are held. The time available for casting your primary vote is even shorter—if you are a resident of some states, it may have passed.

Following is a state-by-state list of rules which apply to service personnel and in most cases their dependents, together with dates of primary elections within each state. General elections in all states, the District of Columbia, and territories will be held on 5 November.

Dates of Primaries	Residence Requirements	Registration	Application for Ballot	Ballot Deadline For Primary and/or General Elections
ALABAMA 7 May, Runoff: 4 Jun	One year in state, 6 months in county and 3 months in voting precinct.	Permanent, once you have registered. If not previously registered, register in person at the office of Board of Registrars in the county of residence on the 1st and 3rd Monday of each month.	Mail FPCA in time to reach County Registrar in Equity between 45 and 5 days before election.	Day of election is last day ballot will be accepted.
ALASKA 27 Aug	One year in state, 30 days in election district. Must be able to read or speak English.	Not required in advance. Is a part of the voting procedure.	Apply in person or by mail to District Magistrate or Deputy Magistrate, district of residence, or Secretary of State, Pouch AA Juneau. Application must be post-marked between 6 months and 4 days before election. Armed forces may use FPCA.	Must be post-marked no later than election day.

Dates of Primaries	Residence Requirements	Registration	Application for Ballot	Ballot Deadline For Primary and/or General Elections
ARIZONA 10 Sep	One year in state, 30 days in county and precinct. Must be able to read U.S. Constitution in English and write name. Must be registered.	Permanent if you voted in last primary or general election. Armed forces personnel apply by FPCA for registration and absentee ballot.	Armed forces personnel mail FPCA to County Recorder within 30 days before Saturday preceding election.	Will be accepted up to 1800 on election day.
ARKANSAS 30 Jul, Runoff: 13 Aug	One year in state, 6 months in county, 30 days in voting precinct.	Not required.	Mail FPCA to county clerk within 60 days before election.	Will be accepted if it arrives before 1930 on election day.
CALIFORNIA 4 Jun	One year in state, 90 days in county, 54 days in voting precinct. Must be registered.	Permanent if you voted in last general election. Armed forces personnel apply by FPCA for registration and absentee ballot.	Apply by FPCA at any time to county clerk, county of residence.	Will be accepted if it arrives by 1700 on day before election.
COLORADO 10 Sep	One year in state, 90 days in county, 20 days in voting precinct. Must be registered.	Permanent if you voted in last general election. Armed forces personnel apply by FPCA for registration and absentee ballot.	Mail FPCA to county clerk (Election Commission, Denver) between 90 days and close of business on Friday before general election.	Must arrive by 1700 on day of election.
CONNECTICUT none	Six months in town. Must be able to read Constitution or Connecticut statutes in English, take oath of admission as voter and be registered.	Permanent. If not registered, mail FPCA to town clerk at any time for Application for Absentee Admission as an elector.	Mail FPCA to clerk of municipality (town, city, or borough) within 90 days before election.	Must arrive before 1800 on the day before election.
DELAWARE 17 Aug	One year in state, 3 months in county, 30 days in election precinct. Must be able to read State Constitution in English and write name. Must be registered.	Permanent if you voted regularly and did not move or change your name. Armed forces personnel, mail FPCA when applying for absentee ballot; or write for Absentee Registration Affidavit to Department of Elections, county of residence, before 30 days preceding general election. Return in time to be received at least 10 days before election.	Mail FPCA to Department of Elections, county of residence, any time before general election.	Must arrive before 1200 on day before election.
DISTRICT OF COLUMBIA 7 May	One year in District of Columbia. May not claim another voting residence; if convicted of a felony, must have been pardoned; must be mentally competent; must be registered.	Must register every 4 years beginning Jan 1964. Armed forces personnel apply by FPCA for registration and ballots for general election, any time after 6 May. Return form in time to reach D.C. Board of Elections 45 days before election.	Apply by FPCA to D.C. Board of Elections, District Building, Washington, D.C. 20004.	Must arrive before 2000 on day of election.
FLORIDA 7 May, Runoff: 28 May	One year in state, six months in county. Must be registered.	Permanent in all counties if you voted once every two years and maintained residence in the county. Armed forces personnel may apply with FPCA when applying for absentee ballots up to 30 days before election. If registration has lapsed, armed forces personnel may re-register when applying for absentee ballot.	Mail FPCA to Supervisor of Registration, county of residence, between 45 days and 1700 the day before election.	Must arrive before 1700 on day before election.
GEORGIA 11 Sep	One year in state, 6 months in county. Must be of good character and a good citizen. Must be registered.	Permanent if you voted once or requested continuation of your registration in last 3 years.	Mail FPCA at any time to Board of Registrars, county of residence not more than 90 to 5 days before date of election.	Must arrive day before election.
HAWAII 5 Oct	One year in state, 3 months in representative district. Must be able to speak, read and write English or Hawaiian and be registered.	Permanent if you voted in last general election. Request affidavit on Application for Registration from County Clerk (City Clerk, Honolulu) at least 90 days before election. Return in time to reach clerk no later than 3rd Wednesday before general election.	Write for ballot or apply in person to County Clerk (City Clerk, Honolulu) between 60 and 10 days before election. Armed forces personnel may use FPCA.	Must arrive by day before primary election; no later than 1200 on 6th day following a general election.
IDAHO 6 Aug	Six months in state, 30 days in county. For county elections, 6 months in county, 90 days in precinct. Must be able to read and write, be registered.	Permanent if you voted in last general election and did not change residence to another precinct. Armed forces personnel, register when voting absentee ballot.	Mail FPCA to County Auditor at any time up to 5 days before general election.	Must arrive before polls close on election day.



Dates of Primaries	Residence Requirements	Registration	Application for Ballot	Ballot Deadline For Primary and/or General Elections
<b>ILLINOIS</b> 11 Jun	One year in state, 90 days in county, 30 days in election district. Must be registered.	Permanent if you voted once in last 4 years except in Cook County and certain municipalities where reregistration is required. Armed forces personnel need not register to vote except in municipalities where reregistration is required; may register or reregister by mail.	Mail FPCA in time to reach County Clerk, county of residence, as early as 60 days before general election.	Must arrive by election day.
<b>INDIANA</b> 7 May	Six months in state; 60 days in township; 30 days in ward or voting precinct. Must be registered.	Permanent if you voted in last general election and maintained residence in same precinct. Mail FPCA for registration and absentee ballot in time to arrive at least 29 days before election.	Mail FPCA in time to reach Clerk of Circuit Court, county of residence, as early as 30 days before general election.	Must arrive by 1800 on day before election.
<b>IOWA</b> 3 Sep	Six months in state, 60 days in county; for municipal and special elections, 10 days in precinct or ward. Registration is required in some places, but not in advance for absentee voting.	Execute affidavit on back of absentee ballot envelope.	Mail FPCA to County Auditor or City or Town Clerk during 90 days before election.	Must arrive day before election to count.
<b>KANSAS</b> 6 Aug	Six months in state; 30 days in voting ward or township. Registration required in some cases.	Permanent if you voted in last general election and did not move or change name. Not required of armed forces personnel and dependents.	Mail FPCA to Secretary of State, Topeka.	Before 1200 on Monday before election.
<b>KENTUCKY</b> 28 May	One year in state, 6 months in county, 60 days in precinct. Must be registered.	Permanent if you voted in a primary or general election in last 2 years. Apply no later than 20 days before election.	Mail FPCA postmarked no later than 20 days before election to County Clerk.	Must arrive before polls close on election day.
<b>LOUISIANA</b> 17 Aug, Runoff: 28 Sep	One year in state, 6 months in parish, 3 months in precinct (four for municipal elections). Must be registered.	Permanent in some parishes if you voted once in last two years and did not change voting address or change name. Required every four years elsewhere. Register in person any time except during 30 days before election.	Mail FPCA or other signed request to Clerk of District Court, parish of residence (Civil Sheriff, Orleans Parish) between 60 and 7 days before election.	Must reach issuing official in time for delivery to Commissioners of Elections on election day.
<b>MAINE</b> 17 Jun	Six months in state, 3 months in municipality. Must be able to read from State Constitution and write name in English; be registered.	Permanent unless you changed your name or place of residence. Armed forces personnel apply by FPCA for registration and absentee ballot.	Mail FPCA to Secretary of State, Augusta, or to clerk of city or town of residence at any time.	Must arrive before 1500 on election day.
<b>MARYLAND</b> 10 Sep	One year in state, 6 months in county or city before date of general election. Must be registered.	Permanent if you voted in last 5 years. Armed forces personnel and recently discharged armed forces personnel may register when voting by absentee ballot.	Mail FPCA or other application in time to reach Secretary of State, Annapolis, and then be forwarded to local Board of Supervisors of Elections by no later than 10 days before election.	Must arrive before polls close on election day.
<b>MASSACHUSETTS</b> 17 Sep	One year in state, 6 months in city or town. Must be able to read State Constitution in English and write your name; be registered.	Permanent. Armed forces personnel registered when ballot application is accepted. Apply to City or Town Clerk before day preceding general election. Permanent registration must be made in person.	Mail FPCA to City or Town Clerk at any time. If you are not registered, apply in time to meet registration requirements.	Must arrive before polls close on election day.
<b>MICHIGAN</b> 6 Aug	Six months in state, on or before the fifth Friday preceding election in township. Must be registered.	Permanent unless you failed to vote regularly, did not apply for continuation of registration as required (every 2 years), moved from city or township, or failed to record change of address. Application for Continuation of Registration is sent with suspension notice and must be returned to City, Township or Village Clerk within 30 days or registration will be canceled. Armed forces personnel apply by FPCA for duplicate registration forms at any time or when applying for ballot. Completed registration forms and voted ballot must be returned in separate envelopes before polls close on election day.	Mail FPCA in time to reach City, Township or Village Clerk as early as 75 days before and no later than 1400 on Saturday preceding election.	Must arrive before polls close on election day.

Dates of Primaries	Residence Requirements	Registration	Application for Ballot	Ballot Deadline For Primary and/or General Elections
MINNESOTA 10 Sep	Six months in state, 30 days in precinct. Registration is required in some places.	Permanent if you voted once in last four years. Armed forces personnel apply by FPCA for permanent registration and absentee ballot.	Mail FPCA to County Auditor at any time.	Must arrive before polls close on election day.
MISSISSIPPI 4 Jun, Runoff: 25 Jun	Two years in state and one year in election district before date of general election. Must be registered.	Permanent unless reregistration is ordered by County Board of Supervisors. Armed forces personnel, apply by FPCA for registration application and ballot. Complete registration four months before general election.	Mail FPCA to City or County Registrar. Applications are accepted no earlier than 60 days before general election.	Must arrive no later than election day.
MISSOURI 4 Aug	One year in state, 60 days in county, city or town.	Permanent if you met voting requirements and did not change name or place of residence. Armed forces personnel are not required to register.	Mail FPCA at any time to Clerk of County Court or Board of Election Commissioners, place of residence, for absentee ballot.	Must arrive before 1800 on day after election day.
MONTANA 4 Jun	One year in state, 30 days in county or precinct. Must be registered.	Permanent if you voted in last biennial general election and did not move from voting precinct. Armed forces personnel, mail FPCA, signed under oath, in time to reach County Clerk no later than 40 days before election.	Mail FPCA in time to reach County, City or Town Clerk within 40 days before election.	Must arrive before polls close on election day.
NEBRASKA 14 May	Six months in state, 40 days in county, 10 days in precinct or ward.	Permanent. Armed forces personnel, apply by FPCA for registration and absentee ballot. Write in margin, "Please mail registration forms."	Mail FPCA to County Clerk (Election Commissioner in Douglas and Lancaster Counties) at least 90 days before election.	Must arrive no later than 1000 on Thursday after election day and be postmarked no later than day before election.
NEVADA 3 Sep	Six months in state, 30 days in county, 10 days in precinct. Must be registered.	Permanent for armed forces personnel. If not registered, apply by FPCA for registration and absentee ballot.	Mail FPCA in time to reach County Clerk before 1700 on Tuesday before election.	Must arrive before polls close on election day.
NEW HAMPSHIRE 10 Sep	Six months in voting precinct. Name must be on Check List, place of residence.	Check List corresponds to registration. Armed forces personnel, name is placed on Check List when absentee ballot application is accepted.	Mail FPCA at any time to Secretary of State, Concord, for Armed Forces Ballot.	Must arrive before polls close on election day.
NEW JERSEY 4 Jun	Six months in state, 40 days in county.	Permanent if you voted once in four years and did not move from voting precinct. Not required of armed forces personnel. Upon release from duty, individual must register in person.	Mail FPCA to County Clerk (Clerk of Municipality for municipal elections) at any time. In case of doubt about county or address, send FPCA to Secretary of State, State House, Trenton.	Must arrive before polls close election day.
NEW MEXICO 27 Aug	One year in state, 90 days in county, 30 days in precinct. Must be registered.	Permanent if you voted in last two general elections and did not change residence. For armed forces personnel registration in advance is not required.	Mail FPCA verified by commissioned officer to County Clerk any time after 1 Jul for general elections.	Must reach County Clerk by noon of day before election.
NEW YORK 18 Jun	Three months in state, city or county. Must be registered. Proof of literacy is required, except for armed forces personnel when voting by absentee ballot.	Permanent. Armed forces personnel apply by FPCA for registration and absentee ballot.	Mail FPCA to Division for Servicemen's Voting, Office of Secretary of State, Albany, at least 10 days before election.	Must arrive by noon, day before election.
NORTH CAROLINA 4 May, Runoff: 1 Jun	One year in state, 30 days in voting precinct. Must be able to read and write from State Constitution and be registered.	Permanent except for armed forces personnel on leaving service. Apply by FPCA for registration and absentee ballot.	Mail FPCA to Secretary of State, Raleigh, or to Chairman, County Board of Elections, at any time.	Must arrive before noon on Saturday preceding election.
NORTH DAKOTA 3 Sep	One year in state, 90 days in county, 30 days in voting precinct.	Not required of armed forces personnel.	Mail FPCA to County Auditor within 30 days before election.	Will be accepted up to one week after election day.

# THE BULLETIN BOARD

Dates of Primaries	Residence Requirements	Registration	Application for Ballot	Ballot Deadline For Primary and/or General Elections
OHIO 7 May	One year in state, 40 days in county, 40 days in precinct. Registration is required in some places, except for armed forces personnel outside the state.	Permanent if you voted once in last two years and did not move or change name after registering. Armed forces personnel outside the state, not required for voting by absentee ballot.	Mail FPCA in time to reach Clerk, County Board of Elections, as early as 1 Jan and not later than noon of third day before election.	Must arrive before noon on election day.
OKLAHOMA 27 Aug, Runoff: 17 Sep	Six months in state, 2 months in county, 20 days in election precinct.	Not required for voting by absentee ballot.	Mail FPCA any time to Secretary, County Election Board. Must be verified by commissioned officer.	Must arrive before 1700 on Friday preceding a Tuesday election.
OREGON 28 May	More than 6 months in state. Must be able to read and write English. Must be registered.	Permanent unless a change of address caused your primary voter's pamphlet to be returned to sender. Armed forces personnel, apply by FPCA for registration and absentee ballot.	Mail FPCA to County Clerk or Secretary of State, Salem, within calendar year of election. Must be verified by commissioned officer, WO, or PO.	Must arrive before polls close on election day.
PENNSYLVANIA 23 Apr	One year in state (six months if previously a resident and returned), two months in election district, precinct or division. Must be registered, except for armed forces personnel.	Not required of armed forces personnel.	Mail FPCA or written request to County Board of Elections at any time.	Must reach County Board of Elections by 1000 on second Friday following election day.
RHODE ISLAND 10 Sep	One year in state, 6 months in town or city. Must be registered, except armed forces personnel out of state.	Not required of armed forces personnel during period of service or for 2 years thereafter.	Mail FPCA for War Ballot to local Board of Canvassers and Registration to be received before 1700 on 21st day before election.	Must arrive before 2100 on election day.
SOUTH CAROLINA 11 Jun	One year in state, 6 months in county, 3 months in polling precinct. Must be registered.	Request Registration Card from Board of Registration, county of residence, any time during year in which you wish to vote. Return no later than 30 days before election.	Mail FPCA at any time to Board of Registration, county of residence, or to Secretary of State, Columbia, for general or special elections.	Must arrive before polls close on election day.
SOUTH DAKOTA 4 Jun	Five years in U.S., 1 year in state, 90 days in county, 30 days in election precinct. Must be registered.	Permanent if you voted in last four years and did not change voting residence or political affiliation. Armed forces personnel, mail FPCA for registration and absentee ballot in time to reach County Auditor, place of residence, no later than 20 days before election.	Mail FPCA to County Auditor at any time. Must be verified by commissioned officer.	Must arrive before polls close on election day.
TENNESSEE 1 Aug	One year in state, 3 months in county. Must be registered.	Permanent unless you failed to vote in four successive years, changed name or voting residence, lost right to vote by court judgment, or disposed of property for property qualifications for voting in municipal elections. Apply in person at County Election Commission Office or by mail when absent from place of legal residence at time of registration. Mail request to County Election Commission. Return notarized forms in time to be received at least 30 days before election.	Mail FPCA to County Election Commission. Must be notarized by commissioned officer or notary public, to arrive between 90 and 10 days before election.	Must reach County Election Commission by 1000 on election day.
TEXAS 4 May	One year in state, 6 months in county.	Registration by FPCA at time of applying for absentee ballot. Good only for election in which participating.	Mail FPCA to County Clerk after 1 March. Have FPCA sworn to.	Must reach County Clerk's Office by 1300 on election day.
UTAH 10 Sep	One year in state, 4 months in county, 60 days in precinct. Must be registered.	Permanent if you voted once in last two general elections and did not change your residence. Apply by FPCA for registration and absentee ballot.	Mail FPCA to County Clerk (City Recorder for municipal elections) within 5 days before election.	Must arrive before polls close on election day.
VERMONT 10 Sep	One year in state before general election, 90 days in town to vote for members of General Assembly and Justices. Must take Freeman's Oath and have name on town Check List of voters.	Check List of voters corresponds to registration. To get on list, take Freeman's Oath in person or by mail. Apply by FPCA when applying for ballot.	Mail FPCA to Town Clerk at any time.	Must arrive in time to be delivered to election officials before polls close on election day.



Dates of Primaries	Residence Requirements	Registration	Application for Ballot	Ballot Deadline For Primary and/or General Elections
<b>VIRGINIA</b> 9 Jul, Runoff: 13 Aug	One year in state, 6 months in county, 30 days in precinct.	Not required of armed forces personnel.	Mail FPCA to Secretary of State or State Board of Elections, Richmond, at any time.	Must arrive in time for delivery to election officials before polls close on election day.
<b>WASHINGTON</b> 17 Sep	One year in state, 90 days in county, 30 days in city or voting precinct. Must be able to read and speak English, and must be registered or qualify as a Service Voter.	Permanent if you voted once in last 4 years and did not move from city or county where registered. Armed forces personnel, apply by FPCA for temporary registration and absentee ballot.	Mail FPCA to Secretary of State, Olympia, any time before election (preferably after 1 July).	Ballot must be voted on or before election day and reach election officials no later than 15 days after general election. For armed forces personnel, date on affidavit on return envelope serves as voting date.
<b>WEST VIRGINIA</b> 14 May	One year in state, 60 days in county or municipality. Must be registered.	Permanent unless you failed to vote once in period of last 2 primary and general elections, or changed place of residence. Mail request for Application for Absentee Registration to Clerk of Circuit Court, county of residence, at any time. Return no later than 30 days before election.	Apply by FPCA to Clerk of Circuit Court, county of residence, within 60 days before election. Must reach Clerk's office by the Saturday before general election.	Must reach Clerk of Circuit Court in time to be delivered to election officials before polls close on election day.
<b>WISCONSIN</b> 10 Sep	Six months in state, 10 days in election district or precinct. Must be registered in some municipalities, except armed forces personnel.	Not required of armed forces personnel.	Mail FPCA at any time to County, City, Town or Village Clerk (Board of Election Commissioners, Milwaukee).	Must be returned in time to be delivered to election officials before polls close on election day.
<b>WYOMING</b> 20 Aug	One year in state, 60 days in county, 10 days in voting precinct. Must be able to read State Constitution and be registered.	Permanent if you voted once in last two years. Armed forces personnel, apply by FPCA for registration and absentee ballot.	Mail FPCA to County, City or Town Clerk, any time in year of election up to 15 days before election.	Must be returned to be delivered to election officials when polls open on election day.

## Navy-Marine-Coast Guard Residence Foundation

It's called the Navy Marine Coast Guard Residence Foundation, Inc. Its purpose is to build and operate retirement residences mainly for widows of officers of the three sea services.

But in order to do so, it must have operating funds donated by active and retired officers and by friends of the Navy, Marine Corps and Coast Guard.

This year, the solicitation for funds was held during April, at which time officers in grades O-4 and above were approached on purely a voluntary basis. In addition, Reserve groups, retired officers, Navy League councils and others—such as officers wives' clubs interested in the success of the Foundation—held benefit affairs.

However, volunteer contributions

are accepted year-round, not just in April, according to authorities.

Before the drive began this year, the Foundation, a nonprofit organization, was worth more than \$550,000, a large portion of which was earmarked for the construction of the first residence dwelling, Vinson Hall, a 50-apartment structure located in McLean, Va., 15 miles from downtown Washington, D. C.

To operate the hall and pay for necessary items not covered by the building mortgage, the Foundation estimates it must raise \$100,000 annually which will go into its Endowment Fund.

Income from the fund will be used to aid about 20 per cent of the widows who will live at Vinson Hall. These ladies will be given assistance ranging from \$25 to \$150 per month

in addition to the lifetime nursing care available to them at the hall.

The ultimate goal of the Foundation is to build as many residences as are needed and at locations where the largest numbers of retired eligibles wish to live.

To help attain this goal, donors may receive membership in the Foundation for \$25 per year or a lifetime membership for \$500, either of which is tax deductible.

Checks, money orders, bequests, stock transfers, etc., should be made payable to the Residence Foundation, Inc., or to NMCGRF, Inc., and mailed to: Navy Marine Coast Guard Residence Foundation, Inc., Bldg. 59, U. S. Naval Observatory, Washington, D. C. 20390. Details of the foundation are contained in SecNav Notice 5340.

# ROLL OF HONOR —THE LATEST LISTING

# MEN OF

*Acts of courage and leadership in the face of hostile fire have earned for today's Navymen the respect and gratitude of their country. During the past few years ALL HANDS has reported the names of those added to the roll of honor. Recent awards serve to exemplify this growing list.*

## Navy Cross

**Phil I. Valdez, Hospital Corpsman Third Class, USN, posthumously.** The Navy Cross was awarded for "gallantry and intrepidity in action" while serving as corpsman with a Marine unit on the morning of 29 Jan 1967 near Da Nang, Republic of Vietnam.

Phil Valdez was in a helilift with a platoon which, immediately upon landing, came under heavy enemy fire and sustained several wounded. Without hesitating, Petty Officer Valdez ran some 75 yards through open terrain, under fire, to aid a fallen Marine. He moved the man to a safe area and rendered medical assistance. He then exposed himself to fire once more, going to the aid of a second wounded Marine. While treating the second Marine, he positioned himself between the man and the hostile fire and was fatally wounded by enemy fire.

**Lieutenant William C. Fitzgerald, USN, posthumous award.** The Navy Cross was presented posthumously to LT Fitzgerald "for extraordinary heroism" on 7 Aug 1967 while serving as senior advisor to a Vietnamese Navy Coastal Group.

During an attack by communist insurgents, he immediately established communications with the Vietnamese Navy commanding officer, attempting to coordinate assistance from other forces in the area. The numerically superior Viet Cong forces overran the base, leaving LT Fitzgerald's bunker the only remaining

source of resistance. He requested an artillery barrage laid down on his own position, and ordered his men to evacuate the position while he remained to provide cover fire. Before he himself could carry out his own escape, he was fatally shot by the Viet Cong.

**Lieutenant Neil R. Sparks, Jr., USN.** LT Sparks earned his Navy Cross while rescuing a downed pilot over hostile enemy territory on 17 Jul 1967.

LT Sparks penetrated the coastal defense of North Vietnam, 30 miles south of Hanoi, to rescue a downed naval aviator. His helicopter was hit by enemy fire, disabling the radios, automatic stabilization equipment and airspeed indicator. Despite the enemy fire, he kept his aircraft hovering for 20 minutes until the pilot could be hoisted aboard. Two and a half hours later, he safely crossed back from the coastline of North Vietnam, having penetrated the coastal defense of North Vietnam and traveling 200 miles over hostile territory. "By his courageous actions, skill and fearless devotion to duty, LT Sparks prevented the capture by hostile forces of a fellow aviator."

## Silver Star

**William R. Broad, Hospital Corpsman Second Class, USN, awarded posthumously.** Petty Officer Broad was awarded the Silver Star for action while serving as a corpsman with a Marine unit in Quang Ngai Province on 28 Jan 1967.

During a river crossing by a Marine company making a sweep into enemy-controlled territory, a well-armed enemy force opened fire on the point of the patrol. Petty Officer Broad left cover and began the perilous trip forward to aid wounded Marines. He was seriously wounded, but stopped only long enough to treat himself, then crawled on to the wounded men to administer

Navy Cross



Silver Star Medal



Legion of Merit



# METTLE

first aid. He continued to treat wounded Marines, exposing himself to the heavy fire, until wounded again, this time mortally. "His courageous and inspiring actions were in keeping with the highest traditions of the United States Naval Service."

**Lieutenant Richard F. Daniels, USNR.** Awarded the Silver Star for action on 23 May 1967 as commander of a helicopter during rescue of a downed pilot over enemy territory.

When an earlier attempt to rescue an airman downed 35 miles from Haiphong was unsuccessful due to heavy concentrations of enemy small-arms fire, LT Daniels flew his helicopter into enemy territory to attempt the rescue. He continued his flight, reached the area of the downed airman, and hovered over the spot for 20 minutes while making the rescue. He evaded numerous enemy anti-aircraft barrages, then secured one of his engines to provide maximum fuel economy. When he landed safely aboard USS *Worden* (DLG 18) his aircraft had only two to three minutes of fuel remaining.

**John E. Laning, Hospital Corpsman Third Class, USN,** awarded posthumously. Petty Officer Laning was awarded the Silver Star for action on 8 May 1967 in connection with operations against enemy forces while serving as a corpsman with a Marine unit during Operation *Prairie IV*.

During an enemy attack on the Con Thien combat outpost by North Vietnamese Army forces throwing "satchel charges" into defending trenches, Petty Officer Laning heard cries for help. He rushed across open, fireswept ground to the trenches to care for wounded Marines. Working in dim light and sometimes total darkness, he provided swift and expert care to the wounded men. He was again crossing open ground on his way to aid another squad of Marines when he was



**CONGRATULATIONS** to Thomas Darley, GM1, after being presented the Bronze Star. Darley received award for action on Mekong Delta as a PBR patrol officer.

seriously wounded by rifle fire. He continued forward until again hit by rifle fire and fell mortally wounded.

**Travis A. Simmons, Jr., Hospital Corpsman Second Class, USNR,** awarded posthumously. For conspicuous gallantry and intrepidity in action on 16 Mar 1967, while serving with a Marine unit during operations against Viet Cong forces in the Republic of Vietnam.

Petty Officer Simmons was with a Marine unit on a search and destroy mission in Quang Ngai Province when rear elements of the company were fired upon by Viet Cong in an open rice paddy. As he ran forward to aid Marines requiring medical assistance, he was wounded in the leg. Disregarding his own wound, he crawled under fire to a wounded Marine and placed his own body between that of the wounded man and enemy fire. Moments later, Petty Officer Simmons was

**Distinguished Flying Cross**



**Navy and Marine Corps Medal**



**Bronze Star Medal**







**DISTINGUISHED PILOT**—Lieutenant (jg) Walter Williams receives Distinguished Flying Cross for Vietnam duty.

mortally wounded by a burst of machine gun fire. "His exceptional initiative, uncommon daring and compassion for his wounded comrades were in keeping with the highest traditions of the United States Naval Service."

Lieutenant Charles D. Witt, USN, awarded posthumously. For conspicuous gallantry and intrepidity in action on 19 May 1967 while serving with a river patrol section along the Ham Luong River.

LT Witt sighted a Viet Cong junk reversing its course and, without hesitation, chased the evading craft, successfully destroying it and another despite semiautomatic and automatic fire from the junks, a hut and bunkers along the banks. The destruction of these junks was marked by secondary explosions. He then led his PBR patrol back to the main river with no damage to his unit.

### Distinguished Flying Cross

Lieutenant Commander James W. Austin, USN. Awarded the Distinguished Flying Cross as flight leader of a division of aircraft assigned as flak suppression and anti-Mig screen during an attack on an important railroad bridge on 20 Sep 1965.

After evading a barrage of surface-to-air missiles during the approach to the target area, LCDR Austin led his flight to the target and initiated glide bombing attacks in the face of heavy enemy fire. After scoring several hits on the bridge, he positioned his flight to protect the main body of the strike group from enemy fighters reported airborne in the vicinity.

Lieutenant Michael L. Burns, USN. "For heroism and extraordinary achievement in aerial flight on 18 Nov 1965." LT Burns was strike leader of a flight of four A1-H aircraft in a strike against an important bridge used by hostile forces.

Upon arrival over the target, the flight encountered weather which required changes in the prebriefed attack plan. He then directed the aircraft into a near vertical attack on the bridge through a hole in the cloud cover. In the face of heavy enemy fire, he placed his 1000-pound bomb on the structure, severing it from its approach foundation, thereby denying the enemy the use of a central supply route.

Lieutenant Benjamin E. Caldwell, USN. He received the Distinguished Flying Cross for action on 12 Mar 1967 as the airwing commander's wingman in a coordinated strike against the Ninh Binh rail and bridge complex.

LT Caldwell was assigned the railroad bridge as a target. Exposed to intense antiaircraft fire en route to his target, he maintained tactical position and delivered his bombs directly on the narrow bridge, destroying two of its spans.

Lieutenant (jg) Johnny D. Carroll, USNR. Awarded for his participation in a strike against the rail complex at Quang Suoi, on 11 Nov 1965.

As radar intercept officer in a flight of three aircraft, he guided the planes through adverse weather conditions at low altitude and assisted the pilot in conducting a succession of attacks which destroyed nine railroad cars and a locomotive. Throughout the attacks, the flight was subjected to heavy antiaircraft fire. After departing the target, he effected a low-level rendezvous with a photo-reconnaissance aircraft and led it back to

## Naval Aviator Has

INSTANCES OF BRAVERY and heroism by Navymen in Vietnam are many as indicated by the growing list of decorations and citations which are reported in **ALL HANDS**.

One Navyman who has done more than his share to add to this growing list of heroes is Navy pilot, Commander Ronald Jackson Hays, USN. CDR Hays is one of the most decorated naval aviators having served in Vietnam.

The decorations which he has received make his service record an extremely bulky package, which reads like a script prepared for a harrowing Hollywood production, but this script and the acts for which he was awarded decorations are all factual.

Among his various decorations are 30 awards for combat operations in Vietnam. He holds three Silver Stars, seven Distinguished Flying Crosses, two Navy Commendations and 18 Air Medals.

CDR Hays graduated from the Naval Academy in 1950 and entered flight training in 1952. On his last tour of duty in Vietnam, he served as commanding officer of a squadron aboard a carrier.

**A**LL THREE SILVER STAR medals earned by CDR Hays were awarded for duty as a pilot with that squadron, Attack Squadron 85, embarked in *uss Kitty Hawk* (CVA 63).

On 13 Dec 1966 he led a 25-plane strike group in a daylight mission against the heavily fortified Van Dien vehicle depot. After experiencing radio failure while approaching the target area, he relinquished the lead and continued as wingman with only the capability to receive on-guard frequency.

After reaching the target, he encountered multiple missile firings and eventually received a direct hit by a 37-mm round which penetrated the wing of his aircraft. Despite the damage, he rolled into his dive and delivered his attack on his assigned target. For this action he was awarded his first Silver Star medal.

the target, again encountering intense enemy reaction. He then rejoined the flight and led them through deteriorating weather conditions back to the carrier.

**Lieutenant Robert W. Cooper, Jr., USN.** He was awarded the Distinguished Flying Cross for action on 28 Oct 1965 as radar intercept officer on an armed reconnaissance flight over enemy territory. Following a successful attack on a bridge on a major highway, his aircraft was struck by antiaircraft fire, followed by a severe explosion. LT Cooper remained with the aircraft in a valiant attempt to save it, although the cockpit began to fill with smoke. As the flaming aircraft was directed away from enemy concentrations, LT Cooper, suffering severe burns, ejected from the stricken plane into a jungle. He directed the rescue helicopter to his position and was then lifted to safety.

**Lieutenant Commander Ray L. Dunkin, USN.** "For heroism and extraordinary achievement in aerial flight on 9 Sep 1965."

LCDR Dunkin piloted his photo reconnaissance aircraft on a mission over the Thanh Hoa railroad and



Silver Star to John Hood, BM1.

## Received 30 Awards for Valor in Combat

He received a gold star in lieu of his second Silver Star for action on 16 Mar 1967 as a pilot during a two-plane night mission. At that time the objective was a thermal power plant at Bac Giang.

While a malfunction caused his wingman to abort the mission, CDR Hays continued alone in adverse weather conditions, complete darkness and at extremely low altitude. He reached the target despite intense fire, missiles

CDR Ronald J. Hays



fired at his aircraft and an attempt to illuminate his plane by enemy searchlights.

Upon arrival at the release point, he completed his mission, showing great skill in maneuvering to avoid the surface-to-air missile volley fired at his aircraft.

**C**DR HAYS WAS AWARDED a gold star in lieu of his third Silver Star for action as a pilot during all-weather missions against enemy facilities between 18 and 24 Mar 1967.

During this period, he planned and led four multi-aircraft night strikes against North Vietnam's only steel and iron complex and two significant thermal power plants.

Each of the targets was located deep inside the formidable surface-to-air missile and enemy fighter interceptor network protecting the Red River delta.

He chose the most hazardous route to the target for himself through the unparalleled number of antiaircraft batteries of all caliber. Despite intense barrage fire, continuous missile and gun laying radar activity and missile fire to and at the target area, he pursued the mission to a successful conclusion.

From 16 April 1966 to May 1967, Commander Hays was awarded seven Distinguished Flying Crosses while serving as a pilot in Attack Squadron 85. His various citations for missions over Vietnam are filled with phrases and descriptions which exemplify the hazards and importance of those flights. On one mission he initiated an attack in the face of heavy antiaircraft fire which struck the cockpit area of his aircraft. Although hit, he expertly maneuvered his damaged plane and completed his mission successfully before returning to his squadron.

Throughout the missions for which he was later decorated, he was constantly subjected to missile firings and antiaircraft activity. On several occasions, he also faced possible enemy *Mig* interception.

During one flight, he led his group of 19 airplanes over 120 miles of enemy territory using his weapons

## Naval Aviator (cont.)

system to provide navigation to the target through extreme weather conditions. His airmanship enabled the group to complete their mission.

On the occasion for which he received his fifth DFC, he approached his assigned target as "cyclic barrage fire from heavy antiaircraft batteries turned night into day and buffeted the airplane, yet CDR Hays continued." While under an umbrella formed by converging tracer fire, he executed a low altitude run which resulted in the success of his mission.

Following a sortie against the Hon Gai Power Plant, photographs of his specific assignment revealed CDR Hays' success as a result of his positioning of the aircraft while "maneuvering in the face of antiaircraft fire and heavy surface-to-air missile activity."

His seventh DFC was earned while leading a coordinated mission against a supply depot. He disregarded heavy defenses at the target and successfully positioned the group for a visual run. His judgment and leadership were prime factors in the safe disengagement of the group from the target area.

In addition, CDR Hays has received two Navy Commendation Medals. The second award was presented for maintaining a high degree of combat readiness while serving as commanding officer of Attack Squadron 85 during operations in Southeast Asia from 4 Dec 1966 to 23 May 1967. During this period, his squadron flew 988 combat missions under all types of conditions.

Commander Hays' 18 year career as a Naval Officer reflects the difficult, time-consuming work required to become a topnotch aviator. After completing flight training in 1952, LTJG Hays reported to Attack Squadron 195 for duty. After appointment to lieutenant in 1955, he was assigned to the U. S. Naval Air Test Center at Patuxent River, Md. A later tour of duty took him to Carrier Air Group I where he completed a number of correspondence courses such as aviation operation, naval airborne ordnance and shiphandling.

He was appointed lieutenant commander in 1960. He attended the Naval War College and graduated from the command and staff course in June of 1961. LCDR Hays then joined Attack Squadron 44 at Jacksonville for further training. In 1962, he received training in an A-4 aircraft which included various weapons delivery courses. He completed this instruction while attached to Attack Squadron 106.

Readiness Attack Carrier Air Wing 4 was his next duty station. In 1965, while serving with that unit, he was appointed Commander. In 1966, Commander Hays completed attack delivery pilot qualifications while assigned to Attack Squadron 85. He served with this unit aboard *uss Kitty Hawk* (CVA 63) in Vietnam, and later became the commanding officer of that squadron.

Commander Hays exemplifies the dedication required to become a Navy pilot. The 30 combat decorations which he has received for action in Vietnam make him a highly decorated Navyman and a hero in the great tradition of the sea service.

a bridge used by hostile forces. Following the strike on the target, he began his photo run, encountering heavy enemy antiaircraft fire from the area surrounding the bridge. He succeeded in maneuvering his aircraft to pass directly over the target, and obtained high quality photos enabling precise bomb damage assessment.

**Commander Herbert P. Hunter, USN, awarded posthumously.** He was awarded the Distinguished Flying Cross for action on 16 Jul 1967 as a pilot during an air strike against the Phu Ly transshipment area. While making a bombing run on the target, his division encountered several surface-to-air missiles, one of which downed a member of the flight.

After completing his bombing run, he continued to orbit the area of the downed pilot despite continued heavy antiaircraft fire and missile firings. He left the area only after his wingman had taken a hit, escorting the latter to safety. As a result of CDR Hunter's action in broadcasting the pilot's position and identifying terrain features, the downed pilot was rescued.

**Lieutenant Albert R. Hyde, USN.** "For heroism and extraordinary achievement in aerial flight on 1 Jul 1966," as pilot and a section leader of a flight of aircraft on a surface-to-air missile suppression mission.

While en route to his target area, the Duong Nham POL storage facilities, the section leader repeatedly exposed his aircraft to enemy missile sites in order to locate their positions. He was successful, and delivered a missile, silencing one of the sites. Upon hearing a distress call from his commanding officer's plane, he rendezvoused with the crippled aircraft and escorted it to the coast where the pilot ejected. He continued to orbit the area, directing efforts for rescue of the downed pilot until low fuel forced him to return to his ship.

**Lieutenant (jg) Holt M. Livesay, USNR.** Awarded for action on 23 Jan 1967 as a pilot and wingman in a section of A-1H aircraft during support of operation Sea Dragon.

He was assigned to provide gunfire spotting for destroyers operating against the positions of the hostile forces. Adverse weather conditions made spotting extremely difficult as the gunfire support ship began firing on enemy 37-mm and 57-mm shore gun batteries. The enemy batteries began firing on the ship and his

**STAR AND CROSS—CDR Niles Gooding receives Silver Star.** LT Neil Sparks is presented Navy Cross for his part in rescuing a downed pilot in Vietnam.





aircraft, but because of his past knowledge of the target complex and his alertness in spotting the gun positions, he was able to make one bold adjustment to the ship's fire which neutralized the enemy guns with one salvo. His "professional competence, superior airmanship and skill in directing naval gunfire were in keeping with the highest traditions of the United States Naval Service."

**Lieutenant Commander Conrad B. Olson, USN.** Awarded for "heroism and extraordinary achievement" on 14 Dec 1966 as section leader of an eight-plane flak suppression element in a strike against the Van Dien vehicle depot.

Despite intense antiaircraft fire and surface-to-air missiles, he succeeded in silencing an active, heavy antiaircraft emplacement in the target area with a guided missile. He then observed a surface-to-air missile lifting from a nearby site. Despite damage to his aircraft by antiaircraft fire, he attacked the missile site and placed his rockets directly on target.

**Lieutenant Commander Claude D. Wilson, Jr., USN, awarded posthumously.** He was awarded the Distinguished Flying Cross for action on 11 Nov 1966 while conducting a missile attack on a large antiaircraft artillery emplacement.

As wingman in a flight of two light aircraft assigned as antiaircraft suppressors supporting a large air wing strike on railyards at Ninh Binh, he made an independent run on one of two eight-gun antiaircraft batteries and several smaller emplacements which were firing point-blank into the bomber group. He destroyed the target with a direct hit on an air-to-ground missile.

#### Bronze Star

**Roy L. Castleberry, Electronics Technician Second Class, USN, posthumously.** Awarded for meritorious service from 20 Jun 1966 to 24 May 1967 while serving as the after 50-caliber machine gunner on a PBR, and ultimately boat captain of a patrol boat.

He participated in 133 patrols, 54 of which came under enemy fire. "His implacable valor and unwavering principles of conduct were sources of inspiration and motivation to his shipmates." Petty officer Castleberry's accuracy in firing his machine gun contributed significantly in two battles against the Viet Cong. The combat distinguishing device is authorized.

**Lieutenant John R. Chapman, USN, awarded posthumously.** The Bronze Star was awarded for service as advisor to Vietnamese Navy Coastal Group 16, Quang Ngai Province, from 15 Apr 1966 to 3 Apr 1967.

On 22 Jun 1966, he directed a survey team in Sa Huynh Harbor when enemy fire was received from shore positions. He directed return fire and silenced the enemy fire with assistance of a Coast Guard unit. On 17 Aug 1966, an enemy force of more than 200 attempted to capture the junk base. LT Chapman obtained and directed supporting artillery fire and naval gunfire support from two coastal surveillance units, thereby preventing the base from being overrun by the enemy. The combat distinguishing device is authorized.

**Lieutenant John W. Chidsey, USN.** For meritorious service from 26 Mar 1965 to 20 Jan 1966. As a ship advisor to the Vietnamese Navy, he participated in 145



FOR VIETNAM DUTY—RADM F. Massey presents Air Medals to 18 VAQ 33 officers and crewmen.—Photo by D. Koze.

days on patrol and 10 gunfire support missions, coming under hostile fire throughout his patrols.

His exceptional initiative, professional ability and courage under fire were an inspiration to all who served with him. Through his outstanding performance of duty, he brought about improvements in the operating level of ships he advised. The combat distinguishing device is authorized.

**Lieutenant Richard P. Dunbar, USN.** Awarded for meritorious service from 22 Apr 1965 to 17 Jan 1966 as a ship advisor to the Vietnamese Navy.

He participated in 133 patrols and 44 naval gunfire support missions, coming under fire throughout these patrols. He worked closely with his counterparts in the Vietnamese Navy, insuring the maximum effective use of Vietnamese naval forces. He brought about significant improvements in the operating level of all ships he advised, thereby contributing greatly to the counter-insurgency effort. The combat distinguishing device is authorized.

Air Medal

Navy Commendation Medal



# TAFFRAIL TALK

"MAY I HAVE the envelope please" may have been an oft-repeated phrase in a recent ceremony aboard the carrier *USS Roosevelt* (CVA 42). In a combination inspection/award ceremony, the commanding officer honored the "best of the year" in several categories while the ship was anchored at Soudha Bay, Crete.

Chosen *Sailor of the Year* was Signalman 1st Class Clinton H. Courtney. In recognition of his outstanding contribution to the ship and to the Navy, Courtney received a ship's plaque, a \$100 Savings Bond, 30 days' leave, and free round-trip commercial air transportation to the U. S.

Courtney entered naval service in 1958, and has served on continuous sea duty since 1960. He reported aboard *Roosevelt*, his fifth ship, in 1965.

Ensign Spencer C. Stevens was named the ship's *Junior Officer of the Year*. Assigned to the Engineering Department, he received a ship's plaque and 30 days' leave.

He entered naval service in August 1966, reporting aboard *Roosevelt* in March 1967.

Carrier Air Wing One's *Junior Officer of the Year* (CAW) was Lieutenant Morris M. Kemple, Jr., of embarked VA 172.

LT Kemple received a ship's plaque and 30 days' leave. He entered naval service in July 1960.

Radioman Seaman Richard T. Apple, Jr., was named the flat-top's *Rookie of the Year*. RMSN Apple was selected from an outstanding group of nonrated personnel to receive an engraved plaque and a trip to Rome to escort Swedish film starlet Ewa Aulin to her birthday party. He will also tour the set of *Candy* in which Miss Aulin has the title role.

Radioman Apple enlisted in the Naval Reserve in February 1967, went active in July 1967. He reported aboard the carrier the following month.

Sounds like a good idea.

★ ★ ★

Notice anything else unusual about the April issue? How about the fellow who demonstrates the latest fashions in OBA? He's not a handsome professional model we brought in for the occasion. He's our very own Jim Teague, JO1, who also wrote the accompanying article.

We might also mention that Dan Kasperick, JOC, was almost in a cold sweat by the time he had finished with his feature article concerning the unhappy results of an undesirable discharge. Kept looking over his shoulder all the time; and swore that, from now on, he was going to go straight. Dan and Jim rate recognition for covering their two difficult subjects in an interesting, straightforward manner.

Look for more of the same in the future. And while you're at it, check that article in this issue on the Navy's post office. The anonymous centerspread that goes with it was done in record time by one of our staff artists, Mike Tuffli.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

• AT RIGHT: MAD gear is adjusted by Aviation Machinist's Mate Daryl Grove, USN, while flying patrol in an S-2D Tracker of Anti-Submarine Squadron 37 during ASW exercises.—Photo by James F. Falk, JOC, USN.







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